

POMRIL.
PURE NON-ALCOHOLIC
APPLE JUICE.
Invaluable for Stomach and
Diabetes.
Per doz. quarts.....\$7.25
Per doz. pints.....4.85
H. PRICE & CO.,
12, Queen's Road Central.

Hongkong Daily Press.

ESTABLISHED 1857.

ITALIAN VERMOUTH
The only Reliable Brand is
MARTINI ROSSI
SUCCESSORS
MARTINI SOLA & CO.
AGENTS—
H. PRICE & CO.,
12, Queen's Road Central

No. 14,456 號陸十伍百肆千陸萬壹第 日叁十式月陸年十叁緒光 HONGKONG, THURSDAY, AUGUST 4TH, 1904. 拜拜禮 號肆月捌年肆零百九仟壹英港香 PRICE, \$3 PER MONTH.

WATSON'S PRICKLY
HEAT LOTION
IS A FIRST-RATE PREPARATION.

IT AT ONCE RELIEVES THE SKIN
IRRITATION AND PRODUCES A
SOOTHED, QUIET FEELING.

A. S. WATSON & CO.
LIMITED,
MANUFACTURING CHEMISTS.
ESTABLISHED A.D. 1841. [a1381]

CUTLER, PALMER
& CO.'S

PRICES \$11.00 PER DOZEN

NET

"SPECIAL BLEND" WHISKY
Blend
Selected
Distillations of the
Finest Scotch Whiskies

Apply to

SIEMSEN & CO., Hongkong. [a146]

VICTORIA CYCLE EMPORIUM

We are Sole Agents for the following:-
MONOPOL, FUTURE, CENTAUR, and
NEW PREMIER CYCLES. Best American
Machines in the Market, always on View and
for Sale. Also a Large Assortment of SECOND-
HAND MACHINES of various makes,
nearly as good as new, at greatly reduced prices.
MOTOR CYCLES, MAIL CARTS,
RICKSHAS Fitted with PNEUMATIC
TYRES and BALL BEARINGS THROUGH-
OUT. Everything in the trade always kept in
Stock. First-class workmanship guaranteed in
all branches of the business. Re-examining a
speciality.
H. S. ABDULLA,
43 & 34a, Queen's Road East.
60a [a146]

GREEN ISLAND CEMENT COMPANY

PORTLAND CEMENT.

Casks of 375 lbs. net \$5.00 per Cask ex Factory.
Bags of 250 lbs. net \$3.00 per bag ex Factory.
SHEWAN, TOMES & CO.,
General Managers.
No. 1, 1st August, 1904. [a1451]

DAVID GORSAH & SON'S
MERCHANT NAVY
NAVY BOILED
LONG FLAX
RELIANCE CROWN
TARPAULING
ARNHOLD, KARBURG & CO.
Sole Agents.
3156 [a1451]

A. LING & CO.,
FURNITURE STORE.
PLATED, GLASS AND CROCKERY
WARE, &c., &c.; and FOOCHOW
LACQUERED WARE.
68, QUEEN'S ROAD CENTRAL.
Hongkong, 21st September, 1903.

MACAO
AND
CANTON
HOTELS.

A LITTLE CHANGE.

THE Round Trip from HONGKONG
to MACAO, thence to CANTON and back to
Hongkong, will be found interesting and
enjoyable
WM. FARMER,
Proprietor.
[a1362]

CARLTON HOUSE.
10, ICE HOUSE ROAD.

FIRST-CLASS PRIVATE HOTEL.
Cool Rooms, Elaborately Furnished. Com-
fort of Residents and the Cuisine a speciality.
For terms apply—
B. F. HOWARD,
Lessee and Manager.
Hongkong, 2nd July, 1904. [1821]

KODAKS,
FILMS,
AND ACCESSORIES.

DEVELOPING AND PRINTING UNDERTAKEN.

GOOD WORK, PROMPT RETURN.

LONG, HING & CO.,

PHOTO GOODS STORE,

17A, QUEEN'S ROAD CENTRAL. [a38]

Hongkong, 21st December, 1903.



Telephone No. 75.

AQUARIUS.
AQUARIUS SPARKLING MINERAL TABLE WATER
(made from Pure Table Distilled Water).
AQUARIUS SILENT WATER.
AQUARIUS TONIC WATER.
AQUARIUS BELFAST GINGER ALE.
AQUARIUS LEMONADE.
AQUARIUS LITHIA WATER.
AQUARIUS GINGER BEER (Stone Bottles).

THE AQUARIUS COMPANY,
GENERAL MANAGERS,

CALDBECK, MACGREGOR & CO.

15, QUEEN'S ROAD.

Hongkong, 15th July, 1904. [a35]

CUTLER, PALMER & CO.

ESTABLISHED IN LONDON IN 1815.

SHIPPERS TO CHINA FOR 75 YEARS.

Their Brands are favourably known all over the World.

The following are some of their Stocks with the undersigned:—

SUPERB OLD COGNAC,

\$23.50 PER DOZ.

Distinguished by Four Stars on the label.

ANOTHER FINE COGNAC, \$18.50 per doz.

Less old than the above.

IMPERIAL BRANDY

\$12.00 PER CASE.

THE ELITE OF WHISKY—

THE "PALL MALL,"

\$21 PER DOZ.

11 Years old: the finest quality shipped.

Each bottle bears an Analyst's certificate.

C. P. & Co.'s OWN SPECIAL

BLEND WHISKY,

\$11.00 PER DOZ.

Very soft, palatable, and mature.
EVERYBODY SHOULD TRY THESE ITEMS

AGENTS—SIEMSEN & CO., HONGKONG. [a15]

E. C. WILKS & CO.

MARINE SURVEYORS.

CONSULTING ENGINEERS AND NAVAL ARCHITECTS.

COLLISIONS AND DAMAGES SURVEYED.

SALVAGE WORK UNDERTAKEN.

SHIP DESIGNS AND SPECIFICATIONS PREPARED.

Agents for the CONSTRUCTION and SALE of STEAM and MOTOR-LAUNCHES.

CONTRACTS for NEW TONNAGE on reasonable terms with first-class builders.

A large stock of CANADIAN ASBESTOS and ASBESTOSCELS GOODS Kept.

Agents for Messrs. ALLEN & SONS ELECTRICAL PLANT and CENTRIFUGAL PUMPS.

Telegram Address "MARINEWORK,"

Telephone No. 358.

Hongkong, 1st May, 1904. [a1153]

PO CHEUNG & CO.

昌寶

14, QUEEN'S ROAD, CENTRAL.

FURNISHERS AND UPHOLSTERERS.

GENERAL DOMESTIC GOODS, &c., &c.

CHAIRS, GLASSWARE AND CROCKERY HIRED OUT AT

A MOMENT'S NOTICE.

TELEPHONE 460.

Hongkong, 22nd July, 1904. [a1708]

LANE, CRAWFORD & CO.

ARE NOW SHOWING

LADIES' WHITE UNDER SKIRTS.

LATEST SHAPES, NEW DESIGNS.

LADIES' RAINCOATS.

NEWEST MATERIALS, SMARTEST STYLES.

Hongkong, 8th July, 1904.

[a3a]

KELLY & WALSH, LD.

NEW BOOKS BY ENGLISH MAIL.

THE CROSSING, by WINSTON

CHURCHILL ... \$1.75

THE QUEEN'S QUARTER, OR THE 6 YEARS

TRAGEDY, by M. Hewlett ... 1.75

LIFE IN A GARRISON TOWN (MILITARY

NOVEL) SUPERSEDED BY GERMAN

(GOVT.) by Lt. Bille ... 1.75

THE HUNCHBACK OF WESTMINSTER, by

W. Le Queux ... 1.75

THE GREAT PROCONSUL, by S. C. Greer

BROKE OF COVENDEN, by J. C. Smith

MISS ARNOTT'S MARRIAGE, by R. Marsh

THE PERADVENTURES OF PRIVATE

PAGETT, by Major Drury ... 1.75

THE LETTERS WHICH NEVER REACHED

HIM ... 1.75

CHEERY'S CHILD, by J. S. Winter ... 1.75

THE TUGBOAT OF NIGHT, by Mrs.

C. N. Williamson ... 1.75

THE GARDEN OF LIES, by J. M. Forman

THE STORY OF SUSAN, by Mrs. H.

Dudney ... 1.75

IN THE WHIRL OF THE RISING, by B.

Mitford ... 1.75

A WOMAN OF BUSINESS, by Major

Griffiths ... 1.75

COSMOS AND THE CREEDS, by Capt.

W. U. Moore, R.N. ... 3.50

THE BURNS COUNTRY, by C. S. Duggall

FRIEDBERGER AND FROHNER'S VETERI-

NARY PATHOLOGY, Trans. & Edited

by Capt. M. H. Hayes, Vol. I ... 9.50

REEB'S GUIDE TO USE AND MANAGE-

MENT OF LAUNCHES, ENGINES, &c.,

Including Deck and Auxiliary

Machinery; 12 Plates; 120 Diagrams

6.50

THE U. S. & PORTO RICO, by L. S. Rowe

4.50

CLOWES' NAVAL POCKET BOOK

1904 ... \$6.50

A RUSSO-CHINESE EMPIRE, by A. Ular

RUSSIA, HER STRENGTH AND HER

WEAKNESS. A STUDY OF PRESENT

CONDITIONS, ANALYSIS OF

RESOURCES, AND A FORECAST OF

ITS FUTURE, by W. von Schierbrand

SUCCESS AMONG NATIONS, by Dr. Emil

Reich ... 9.50

NAPLES, Painted by A. Fitzgerald,

Described by S. Fitzgerald ... 0.90

D. A. LOW'S DIAGRAM MEASURER ...

PROTECTION IN CANADA AND AUSTRA-

LASIA, by C. H. Chamley ... 3.00

PROTECTION IN THE U. S., by A. M.

Low ... 3.00

PROTECTION IN GERMANY, by W. H.

Dawson ... 3.00

WHAT IS ART? by Leo Tolstoy ... 0.90

THE HOUSEWIFE'S WHAT'S WHAT, by

Mary Davies ... 2.50

BRITISH ENGINEERING STANDARDS

CODED LISTS.

Issued by Authority of

THE ENGINEERING STANDARDS

COMMITTEE; VOL. I. ROLLED

SECTIONS FOR CONSTRUCTION

OF IRON AND STEEL

TRAM RAILS ... \$13.50

[a32]

ARNHOLD, KARBURG & CO.

LARGE STOCK

OF

LIGHT RAILWAY MATERIAL

ENQUIRIES SOLICITED.

Hongkong, 29th April, 1904. [a333]

W. BREWER & CO.

23 and 25, QUEEN'S ROAD.

NEW BOOKS AND NEW EDITIONS.

Academy Pictures; Complete Volume ... \$6.00

Cunningham's Book Engineering ... 25.00

Seaton's Marine Engineering; Latest ... 17.00

Molesworth's Pocket Book; Just Out ... 4.00

Hurst and Molesworth's Pocket Book;

Combined ... 9.50

Building Construction; 2 Parts ... each

Pears' Encyclopedia ... 7.00

Set of Dickens' Works, Complete; 15 Vols. ... 17.00

Watchers on the Tower, by Hales ... 1.75

Naughty Nan, by Long ... 1.75

His Majesty's Peacock, by Mackenzie ... 1.75

Ransom's History of England ... 2.80

New Plan of the City of Victoria ... 2.50

Brassey's Naval Annual ... 13.00

The Sailor's Pocket Book ... 6.50

Japan in Pictures, by Sladen ... 3.00

The China Martyrs of 1900, by Forsyth

China from Within, by Davenport ... 4.00

Brassey's Naval Annual ... \$13.00

The Year Book of Photography ... 0.80

Academy Pictures; 4 Parts ... 3.60

A.B.C. Code; 5th Ed. ... 19.50

Shakespeare's Songs ... 1.90

A Diary of the Russo-Japanese War;

with Maps and Illustrations, Parts I

to 6 ready at ... 0.60 each

A Consummate Sounder ... 1.75

Captain Kettle ... 0.50

As We Forgive Them ... 1.75

The Trail of the Serpent, by Braddon ... 0.45

A Ragged Messenger ... 1.75

The Main Chance ... 1.75

A Garden of Lies ... 1.75

[a23]

A MATTER OF TASTE

The people who appreciate our Soda Water must be particular people—those that can detect the slightest deviation from goodness and purity.

It is these "finicky" people who are best pleased with our Soda—its flavor, its richness, its perfection.

It is entirely "a matter of taste" with the people who say that our Soda is the best in town.

WATKINS LIMITED,

CHEMISTS, AERATED WATER MANUFACTURERS,

APOTHECARIES' HALL, WATKINS BUILDING.

At CANTON, SHANGHAI, HANKOW and PEKING. [a37]

THE
LAHMEYER ELECTRICAL CO. LD.

LONDON

ELECTRIZITAETS ACTIEN GESELLSCHAFT VORM.

W. LAHMEYER & CO., FRANKFURT A/M.

FOR ESTIMATES OF ELECTRICAL INSTALLATIONS OF ANY DESCRIPTION

Apply to—

SIEMSEN & CO., SOLE AGENTS FOR CHINA. [a1708]

INSURANCE

THE STANDARD LIFE OFFICE.

SPECIAL ADVANTAGES.

A MONG others are the following:

(1) Immediate acceptance and issue of Policy
No provisional acceptance or reference to
Head Office.

(2) Claims and Surrenders paid, and LOANS
ADVANCED on the spot without
reference home.

(3) Liberal Paid-up Policies, Surrender and
Loan values.

(4) Immediate reduction to Home Rates upon
leaving the East either permanently or
for a short period.

(5) Exceptionally liberal conditions for
payment of premiums in arrear.

(6) Premiums may be paid in half-yearly or
quarterly instalments without any
addition.

[a1612-5]

HOTELS.

HONGKONG HOTEL

A FIRST-CLASS HOTEL IN EVERY RESPECT

Elegantly Furnished Reading, Drawing
Music, Ping-pong and Smoking Rooms.
Private Bar and Two Billiard Rooms for
Hotel Residents.
Dining Accommodation for 300 persons,
Private and Special Dining Rooms.
European Chef and Indian Curry Cook.
Ladies' Afternoon Tea Rooms with European
Matron in attendance.
Ladies' Cloak Room.
Hydraulic Elevators to each floor.
Bedroom Accommodation—131 rooms.
Electric Lighting throughout. Electric Fans
in Rooms, if required.
Hot and Cold Water throughout.
Wines and Groceries specially imported by
the Hotel Co.
Wines cooled by Hotel refrigerators.
Hotel Linen washed on Premises by
machinery.
Fire Extinguishing Mains and Emergency
Exits on every floor.

MODERATE CHARGES! (No Extras!)

H. HAYNES,
Manager. [a1451]

THE
PEAK HOTEL.

Admirably Situated. Sheltered from the
North-East Monsoon and Open to the South
West Monsoon.

A COVERED GANGWAY LEADS
FROM THE TRAMWAY TERMINUS
INTO THE HOTEL.

Telephone No. 29.
Town Office: 7, DUNDRELL STREET. [a1414]

KING EDWARD HOTEL.

A HIGH CLASS PRIVATE HOTEL.

Ladies' Afternoon Tea-Rooms.
Private Bar and Billiard-Rooms.
Hot and Cold Water throughout.
Electrically Lighted. Electric Fans (if
required).
Electric Passenger Elevator to each floor.
Table D'Hote at separate tables.

For Terms, &c., apply to the—
MANAGER.
Hongkong, 10th June 1903. [a1802]

CONNAUGHT HOUSE.

A FIRST CLASS HOTEL Situated near
the Banks and Principal Offices.

Excellent Cuisine and Wines.
Large and lofty Rooms, Elegantly Furnished.
Hydraulic Elevator, hot and cold water
throughout.

Special Rates for Tourists.
Launch Service for Guests.
For Terms, apply to the

MANAGER.
Hongkong, 31st October, 1902. [a1419]

"BOA VISTA"

(HOTEL-SANITARIUM OF SOUTH
CHINA)
MACAO

HAS been re-opened under European
management and most strict supervision
as to food, cleanliness, and hygiene of the place.
All comforts of a home.

A most pleasant retreat for those desir

INTIMATION

A. S. WATSON & CO.,
LIMITED

ESTABLISHED A.D. 1841.

CHEMISTS BY APPOINTMENT TO
HIS EXCELLENCY
THE GOVERNOR.

THE HONGKONG DISPENSARY.

ALEXANDRA BUILDINGS.

CHEMISTS
DRUGGISTS
PERFUMERS
CIGAR AND CIGARETTE
MERCHANTS
AERATED WATER MANUFACTURERS
WINE AND SPIRIT MERCHANTS.

ESTABLISHED A.D. 1841.

A. S. WATSON & CO.
LIMITED.

NOTICE TO CORRESPONDENTS
Communications relating to the news columns should be addressed to THE EDITOR.
Correspondents must forward their names and addresses with communications addressed to the Editor, not for publication, but as evidence of good faith.
All letters for publication should be written on one side of the paper only.
No anonymous signed communications that have already appeared in other papers will be inserted.
Orders for extra copies of DAILY PRESS should be sent before 11 a.m. on day of publication. After that hour the supply is limited. Only supplied for Cash.
Telephone Address: Press, Codes A.B.C. 6th Ed.
Liber's
P.O. Box, 33. Telephone No. 12

The Daily Press.

HONGKONG OFFICE: 14, DES VUEX ROAD CH.
LONDON OFFICE: 131, FLEET STREET, E.C.

HONGKONG, 4TH AUGUST, 1904.

When, before the current war began, the Japanese Diet introduced in its Reply to the Address from the Throne a variation from the customary tone of grateful acquiescence in the *status quo*, there was a distinctly perceptible sensation of shock throughout the empire. The conspicuous meekness with which the Japanese people accepted the subsequent summary dismissal of its recalcitrant representatives must be regarded as an indication that Japan is not yet so desperately democratic in its ideas as some alien observers have considered it to be. The secret of the apparent inappreciation of the logical issues of the Iro Constitution may perhaps be found in the fact that sufficient time has not elapsed for one of its most famous clauses to bear fruit. We have in mind the twenty-eighth article, granting freedom of religious belief. Enlightened as Iro's views upon State religions undoubtedly are, and greatly appreciated as this privilege will one day be, we have little doubt, *malgre* the self-congratulatory trumpeting of the Christian missionaries, and the greatly enhanced efforts of the Buddhist revivalists, that the great heart of Japan is still steeped in Shintoism. Not perhaps the pure, esoteric Shintoism as described by Mr. Lowell, but the Shintoism that has naturally evolved from its remoter origins. Recollection of Professor CHAMBERLAIN'S translation of the *Records of Ancient Things* recalls a suggestion somewhere in the introduction that Shintoism may have begun as an offshoot of that most universal form of faith expressed in sun-worship, the sun being recognised as the male principle in all phallic religion. At all events, it is not hard to trace a connection between that and

he here-worship which followed with the Arpan invasion; and thence to the present development of a lively belief in the divine right of kings, which is, crudely put, the essence of Japan's modern faith. What Buddhism there is in Japan is a bastard, misunderstood, adaptation of the cult of GAUTAMA, and these very misunderstandings have conspired to strengthen the unwavering, almost unreasoning loyalty to the authorities and ruling house, a loyalty that has forced itself upon our notice in very striking ways during the present trouble with Russia. Another illustration of the popular view of "Japan before all," or "the nation before party politics," may be found in the *Fourth Financial and Economic Annual of Japan 1904*, a copy of which, has reached us, by courtesy of Mr. Noma, the Consul here, from Mr. Y. SAKATANI, the Vice Minister of Finance. This most clever and interesting compilation will bear more exhaustive consideration than can be given in the space of one article. For the present, the notes on the budget for 1904-5 claim attention. The Japanese House of Peers, it may be remarked, is a more lordly institution than our House of Lords, being likened with justice to the Prussian Herrenhaus. These notes on the budget for Japan's thirty-seventh fiscal year refer in a very matter-of-fact manner to the event we speak of in the opening of this article, and which caused such a world-wide sensation last December. It says: "The House of Representatives was dissolved, so that there was no opportunity of presenting the Budget to the Diet." Without troubling the Diet at all, and in accordance with a clause of the Constitution that seems to have fitted the case, a modified copy of the preceding year's Budget was carried out. The repentant Diet, after a month's dismissal, went back meekly to their seats and passed a War Budget, of which more anon. With regard to the general decrease noted in both revenue and expenditure, the Finance Minister points out that the first is not inconsistent with general progress, but is due to the restoration of the land-tax to its former basis, and to a decrease in the *sake* tax and sugar excise. The decrease in expenditure, of course, was obtained at the cost of postponing many public works. No new works will be begun at all this current fiscal year; and the development of the railway system will be confined to the sections already commenced. That, and education, and colonisation, *inter alia*, has had to be hung up in view of the war, for which up to the end of March the spending of one hundred and fifty-six million yen had been sanctioned by Imperial Ordinance. In addition to the domestic loan of a hundred millions, which elicited subscriptions amounting to four and a half times that sum, leaving even then, as this report complacently remarks, an "ample margin" still retained by the nation—in addition there were diverted twenty-five millions kept under special accounts. The Finance Minister's reason for believing that the financial resources of Japan are still barely touched is that the most of that huge issue of Exchequer Bonds was allotted among the lower classes. That was the emergency war budget. Since then, as our readers are aware, there have been extraordinary special taxes imposed in Japan, at which, by the way, the foreigners within her gates have balked. The revenue and expenditure of this extraordinary budget both amount to three hundred and eighty million yen; and the war expenditures and expenses connected with "the present affair with Russia" aggregate to about 576,000,000 yen. All this—and not a single "little Japanlander" in the whole of Nippon? It must be, as has been said, that the Japanese religion is patriotism, and its patriotism a religious conviction.

One Chinese died of plague yesterday.

The German steamer *P. R. Luitpold* arrived in harbour before eleven last night.

Lieut. Colonel W. S. Birdwood, of the 110th Mahratta Infantry, has been gazetted colonel.

The English and French Mail of the 2nd July and 23rd June was delivered in London on the 1st and 2nd inst.

Mr. H. H. J. Gompertz, Acting Police Magistrate, was yesterday still too unwell to attend at Court.

Mr. J. H. Kemp beat Hon. Pollock, K.C., in the Chess Championship semi-final. He won one game and the other two were drawn. The championship now lies between Messrs. Kemp and Falloon.

Speaking in favour of the Navy League at Liverpool, Sir Alfred Jones said it was important that the British mercantile marine should be manned by sailors who would fight for their country just as the Japanese soldiers and sailors are fighting for theirs.

The China Navigation Company's steamer *Wachung*, Captain Scott, from Newchwang, discovered a mechanical mine off Society Bay on July 25th, and took it to Chefoo.At Tapah (Perak), the other day, a Chinaman was tried for murder and acquitted. On being acquitted, the *Penang Gazette* says, he raised up his left hand and said "That is the hand, my lord, that committed the murder." Thus saying, he marched out triumphantly.The *Penang Gazette* published a telegram from Singapore saying that the Vladivostok fleet was off Yokohama. So it was, a long way off. The rumour reached Hongkong that Yokohama had been bombarded, but was contradicted before it made headway. A warm welcome awaits any Russian ships entering Tokyo bay.

P. Shuster, an engineer employed at the Quarry Bay Sugar Works, died in the Civil Hospital yesterday morning, having been found unconscious near the No. 2 Station. It is feared that he has been injured in jumping off one of the trains. A large sum of money was found in his clothing. There will be an inquest.

The C. P. R. steamer *Empress of China* took away yesterday a large number of passengers, including a good many Hongkong residents. Among these we noticed the names of Dr. and Mrs. Bateson Wright, Col. and Mrs. Webb, Mr. and Mrs. Woolmer, Mr. and Mrs. W. R. McCallum, Messrs. H. W. Slade, W. G. Humphreys, H. E. R. Hunter and P. C. Potts.

By kind permission of Lieut. Col. Fremonger and Officers, the band of the 93rd Burma Infantry will play the following programme at the Kowloon Hotel, during dinner, this evening (weather permitting):—March "Soldiers of the King," Hewitt; Overture, "Haydee," Auber; Selection, "Idylls," Sullivan; Dance, "Punch and Judy," Borgetti; Selection "Reminiscences of all Nations," Godfrey; Waltz, "Seville," José Matador; Tarantelle, "The Original Napolitaine," Jullien.

The *Widgeon*, a new armed shallow-draught steamer, built for the Royal Navy by Messrs. Yarrow and Co., will be employed on the China station. The *Widgeon*, which was laid down on November 2nd, has been constructed with a length of 160ft., a breadth of 24ft. 6in., and a displacement of 195 tons. Her draught of water is only 2ft. 6in., and she is to be commissioned for river service in the Far East. Her engines are of 800 horse power, propelling her at a speed of 13 knots per hour. She is equipped with two 6-pounder quick-firing guns.Under "Cricket," the *Times* epitome on the last ultimo said:—The match between Oxford and Cambridge was begun yesterday at Lord's, in beautiful weather. Cambridge batted first, and scored 253, and at the close of play Oxford had made 84 for three wickets. At Nottingham, the home team met Lancashire, and scored 363 for three wickets, Fremonger making 197. Leicestershire, playing at Brighton, made 277, and Sussex scored 63 without the loss of a wicket. Derbyshire were at the wickets all day at Derby against Surrey, and made 373 for nine wickets. Mr. Cargiven scored 124. At Birmingham, Warwickshire made 307 against Yorkshire. To this total Mr. Glover contributed 124. Playing at Cork, the Gentlemen of Ireland made 124 for seven wickets against the South African team.

GOVERNOR'S FIRST LEEVE.

At four o'clock to-morrow (Friday) afternoon, H.E. the Governor of this Colony holds a levee at Government House.

Each gentleman is expected to bring with him two cards, with his name distinctly written thereon, to be handed to the Aides-de-Camp in waiting.

The Private Entree will commence fifteen minutes before the General Levee; and may be attended by the Members of both Councils; by the Bishops; by the Judges; by the Heads of the Government Departments; by the Consuls-General and Consuls of Foreign Powers; and by the Naval and Military Officers of Field, or corresponding rank.

MARRIAGE AT HONGKONG.

Mr. and Mrs. W. R. McCallum left Hongkong yesterday on their honeymoon. Twenty-four hours before, Mrs. McCallum was Miss Mary Frances Hunter, sister to Mr. H. E. R. Hunter, of the H. & S. Bank, and Mr. McCallum was a bachelor colleague of his with the same Corporation. The Rt. Rev. Bishop of Victoria, J. Hoare, D.D., effected the happy transformation, in the presence of (among many others) Sir William and Lady Goodman, Sir Henry and Lady Berkeley and the Misses Berkeley, Hon. F. H. May, C.M.G. and Mrs. May, Sir Paul Chater, C.M.G., Commodore and Mrs. Dickson, Hon. P. M. H. Jones and Mrs. Jones, Mrs. Hoare, Hon. R. Shevan, Hon. G. Stewart and Mrs. Stewart, Mr. J. R. M. Smith, Mr. T. P. Cochrane, Mr. and Mrs. Playfair, Mr. and Mrs. Tilden, Mr. and Mrs. Ross Taylor, Mr. and Mrs. H. W. Fraser, Mr. and Mrs. L. A. M. Johnston, Mr. W. A. Cruickshank, Mr. A. G. Wood, Mr. and Mrs. Volpicelli, Mr. and Mrs. Raymond, Mr. and Mrs. H. E. Tomkins, Mr. H. N. Mody, Mr. and Mrs. Evan Orniston, Mr. J. R. Brazier, Mr. H. C. Wilcox and Mrs. R. C. Wilcox, Mr. and Mrs. A. Fullerton, Mr. and Mrs. H. Schaubart, Mr. and Mrs. W. Danby, Mr. and Mrs. G. C. Moxon, Mr. and Mrs. B. Layton, Mr. and Mrs. E. Goetz, Mr. R. Fuhrmann, Mr. and Mrs. C. Pemberton, Rev. F. T. Johnson, Mr. T. F. Hough, Mr. C. W. May, Mr. J. Y. V. Vernon, Mr. J. Barton, Mr. H. T. Butterworth, and Mr. J. Whittall; with the members of the Bank Junior Mess.

THE WAR.

[FROM OUR OWN CORRESPONDENTS.]

RUSSIA AND ENGLAND.

LONDON, 3rd August.

The reply of the Russian Government, to the British protest in the matter of the seizure of the *Malacca*, is an acceptance of our declaration that the ammunition on board was Government stores for Hongkong. It announces that the commissions of the *Petersburg* and *Suolensk* have expired. Russia still insists, however, that the operations of the Volunteer Fleet were justified, and consistent with international law.

EVACUATION OF HAICHENG.

LONDON, 3rd August.

The evacuation of Haicheng is confirmed by the Russians.

[JAPANESE OFFICIAL REPORTS.]

ANOTHER JAPANESE VICTORY.

Mr. Noma, Japanese Consul, received a telegram last evening from Tokyo, stating that the *Tomonouchi* attacking force engaged the enemy on the 30th and 31st ultimo around that place. The Russians were strongly entrenched on the neighbouring heights, five miles to the south-east of Haicheng. Fierce fighting, lasting throughout the second day, resulted in the Japanese left wing expelling the enemy from their front. Having occupied the vacated position, they menaced the rear of the enemy's main body, and the Russians thereupon fell back, retreating in the night in the direction of Haicheng. General Alexieff in person commanded the two Russian divisions of infantry and seven batteries of artillery. The Japanese captured six field guns and some prisoners, losing nearly four hundred men. One hundred and fifty Russian corpses were counted on the field.

FURTHER FIGHTING.

Tokio, August 2.

General Kuraki reports that our army commenced operations at daybreak of the 31st July for attacking the enemy, who occupied Yushulintze (four miles west of Hsienyen) and Yangtzu (six miles west of Motienling). Both places are situated twenty-five miles from Liaoyang. The enemy at Yushulintze consisted of two divisions with the corresponding artillery. The attacking operations were carried out as previously arranged, and by sunset we had defeated both the enemy's wings, but owing to the enemy's large force and strong positions, we were unable to dislodge them. At daybreak of the 1st inst. we resumed the attack and succeeded in expelling the enemy at noon and pursued them four miles west. The enemy fled towards Anping. The enemy at Yangtzu consisted of two and a half divisions with four batteries of artillery. The attacking operations there also progressed successfully, and by sunset we carried the enemy's principal positions, but a portion of the enemy offered the stoutest resistance, and we bivouacked the night in battle formation. At daybreak on the 1st inst. we resumed the attack, and at 8 a.m. all the heights fell into our hands. The enemy fled towards Tangzhou. Our casualties are under investigation. We captured some field guns. In this engagement the attacking operations had disadvantages; firstly, by steepness of the ground; secondly, by lack of suitable position for artillery, while the heat was over 100deg. Fahrenheit.

[We published this telegram in an "Extra" yesterday. It should have appeared in our previous issue, but was misarranged.]

[REUTERS SERVICE.]

FOOD NOT CONTRABAND.

LONDON, 1st August.

Earl Percy in the House of Commons said that Great Britain had protested to Russia against the inclusion of foodstuffs on the list of contraband of war.

GENERAL KELLER KILLED.

LONDON, 1st August.

General Kuropatkin reports that General Keller, commanding at Yang-tse-Ling, was killed by a shell.

THE "KNIGHT COMMANDER" CASE.

LONDON, 1st August.

Reuter's correspondent in St. Petersburg wires that the Russian answer to Great Britain's representations regarding the sinking of the *Knight Commander* is not yet received at the Embassy, but there is no reason to believe that the assurances given to the Hon. Charles Hardinge will not be loyally fulfilled and revised instructions sent to Admiral Skrydloff as a result of the *Knight Commander* incident.

WAR ITEMS.

LATE TELEGRAMS.

The *Strait Times* of July 27th reports that the British steamer *Catchan*, Paget Sound for Hongkong, was seized by the Vladivostok cruisers. The French flag was flying over all the Russian buildings in Newchwang, and everything pointed to a general retreat of the Russians. Three hundred and fourteen wounded Russians from Tashikiao arrived at Mukden on the 25th. Vice-Admiral Uchikowski, formerly captain of the *Peresviet*, having been given command of the Port Arthur squadron, naval sorties from the port were anticipated by the *Times* correspondent at Chefoo, who believed the Russians still to have "a fleet in being."

GERMAN STEAMER HELD UP.

The German steamer *Chefoo*, from Newchwang to Chefoo in ballast, was stopped fifteen miles south of Port Arthur at two o'clock a.m. on July 25th, by four Japanese destroyers. An officer from one of the destroyers examined the *Chefoo's* log and endorsed it, and she was permitted to proceed on her voyage. Subsequently, however, says the *Shanghai Mercury*, the *Chefoo* was fired on by the same flotilla, for what reason is unknown. Fortunately no damage was done. It is believed the shot was fired through a misunderstanding.

LICENTIOUS SOLDIERY.

Tartar-General Tseng Chi of Moukden has made definite arrangements with Viceroy Alexieff in regard to the brutal assault on Chinese and Manchurian women by Russian soldiers in Manchuria. The Viceroy has given his consent to deal with Russians who are thus guilty according to the regulations as agreed upon, and it is hoped that there will be no repetition of further assaults of this kind. Thus far, the Wai Wu Pu has not, however, been informed of those regulations.

KOWLOON DOCKS.

WORK IN HAND.

Since the launch of the *Shanghai* the building yard at the Kowloon Docks has had rather a quiet appearance. The new "Star" ferry is well advanced in construction, her hull being completed and the deck fitting work in hand. The "Star" Ferry Co. at present have four vessels on the Hongkong-Kowloon ferry. When this one is ready for service the Company intend to run boats half an hour later on Saturday, and on other days if there be a sufficient demand.

The hull of the new steamer for the U.S. Geodetic Department is almost completed. The vessel, measuring 144ft. between perpendiculars, is a very good model, but hardly up to the standard of the Geodetic s.s. *Pathfinder*, a clipper-hulled craft. The *Pathfinder* went into No. 3 dock at Kowloon yesterday. She has undergone extensive repairs at the hands of the Dock Company, and is now to complete the overhaul with a bottom scraping.

The new hopper, built for the Dock Co.'s own use, is now about finished. Her seams are caulked and pitched, so a coat of tar is about all she requires before taking the water.

The recently launched *Shanghai*, the largest steamer ever turned out at this Colony, built to order of the China Navigation Co. for the Lower Yangtze trade, is alongside getting her engines fitted. This work is proceeding with all possible expedition.

The river steamer *Chunmai* is being reconverted on the slips. The *Triumph*, a fairly sized deep-water freighter, is also on the slips for a cleaning. The China Navigation s.s. *Chihli*, looking very trim, was floated out of No. 2 dock yesterday morning. The *Glenyle* lay alongside for repair. The *Leviathan*, of course, monopolises the accommodation of No. 1 dock.

MECHANICAL IMPROVEMENTS.

The recent mechanical improvements in the electrical line are working very satisfactorily. The new power house, situated near the main entrance, covers an area of 6,500 square feet. Steam appliances are everywhere being superseded. The new plant, when quite completed, will be capable of supplying over 1,000 horsepower. The various workshop machines are driven by motors, ranging in power from about eight to twenty-horse-power. These motors are supplied from distributing switchboards. Before they were in vogue a great waste of power resulted from the necessity of working all the machines in a shop when only one, perhaps, was required. The new dynamo came from home, but the boilers were made at the Docks. The Dock employees are very proud of their machinery; they point out such features as the large 20-ton cranes; the band-saw cutting through cold iron; and the new machine for rolling large ship and boiler plates. A new galvanising shop is being constructed. The Docks are illuminated at night by numerous arc lamps.

A "MIX-UP" OF THE MAILS.

When the German steamer *Prim Heinrich* had its mishap at Colombo, the mails were transferred to the French steamer *Polynesien* for carriage hither. The Messageries Maritimes agent here now notifies us that the s.s. *Polynesien*, with the outward mail, due here about the 8th instant, arrived at Singapore on the night of the 2nd, with her crank shaft broken. She is unable to continue her voyage at present, and the agent is advised that her mails are being forwarded by the s.s. *Catherine Apsar*, which is due here on Monday.

A remarkable light is thrown on the methods of Russian officialdom by an article on S. Petersburg which appeared recently in the *Daily Express*. "The Chief of Police," says the writer, "governs the city with an iron hand and with the softest velvet." One has heard of the iron hand in the velvet glove, but the iron hand in the velvet shoe reaches a depth of duplicity which one had scarcely dreamed of.

CANTON.

[FROM OUR CORRESPONDENT.]

2nd August.

There was a regular naval war on the 31st ultimo, between the collectors of the boat taxes and the boat people working between Fates and Fong Tsin. A number of adventurers had applied to the Viceroy and obtained a licence to impose taxes on all the boats in the province of Kwangtung. They formed a company by name "Po Yik & Co" and paid to the Government two hundred thousand taels for the privilege of collecting taxes on all Chinese boats, large and small, in Canton; and they sublet the licence to other persons to collect taxes also on boats in the districts and towns outside of Canton. They should have begun operations on the 8th of the moon (20th July); but because there was a lot of talk about the difficulty of collecting these taxes, as the flower boat people had called meetings to discuss plans of opposition, they demurred until a few days ago, when the monopolists anchored several boats between Fates and Fong Tsin and started to collect the taxes. Some had paid and gone away, but other flower boats and salt junks were passing, and these tax boats detained them until they had paid the taxes. The amount payable depended upon the caprice of the collectors; it was said to be levied by so much per foot. On this occasion the collectors used the English foot to measure the boats, which is by two inches shorter than the Chinese foot; so the boat people refused to pay the squeeze and began to quarrel. The collectors, when the latter refused to pay, went into their boats and began to remove the fixtures on board. As the salt junks usually carry guns and rifles, they began the fight by throwing missiles and firing rifles. Three persons were killed and several wounded. Some jumped into the water to escape, but two tax collectors were seized and detained by the boat people. On the same day, report being made to the magistrates of Nantoi and Pun Yin, these officials went with soldiers, and the admiral with gunboats, to suppress the riot. At present the boat population threaten to strike. There is a regular blockade in the Fates and Fong Tsin, no boat being allowed to pass.

JAPANESE ECONOMICS.

The *Fourth Financial and Economic Annual of Japan*, briefly referred to in to-day's leading article, is a model of lucid statistical work. Its excellent railway map, its illustrative diagrams, and its various tables, compiled so that he who runs may read, give a clearer presentation of the state of Japanese economic progress than columns of comment could do. The diagrams on page 3 show the sources of revenue. The national debt at the end of March last, stood at over 550,000,000 yen, or a little over ten yen per head. There is a striking diagram showing how largely the imperial policy is responsible for the incurrence of the debt. In six years the number of business companies in Japan was multiplied by eight, but since 1900 has remained almost stationary. The capital authorised stands at over twelve hundred millions, nearly nine hundred millions of which has been paid up. Commerce and transportation is shown to be far ahead of industry, under this caption. Imports still keep ahead of exports since 1896, Japan buying nearly 325,000,000 yen worth of goods last year. The bulk of her exports last year went to China and America, while she favoured Great Britain and British India with the most of her orders, America running us very close in the amount shipped to Japan. Hongkong bought thirty millions worth of Japanese commodities, and sold or sent only two. Russia's trade with Japan is represented by a mere dot. There are now 4,500 miles of railway open, 1,250 of it being nationalised. The population of Japan proper at last census stood at 46,304,990—a steady increase of over one per cent. being noticed each year. The book gives a short history of the taxation system, in which the beautifully graduated system of the income tax compares favourably with some others. The Government Tobacco monopoly is already in operation, but does not apply to tobacco until April next. It is interesting to observe a modern government still paying feudal pensions, and compensatory allowances to Shinto priests deprived of their profession by the early Meiji reform of their institution. Under "Mining" it is said that "the Government's mining industry was in most cases a failure so far as financial aspect is concerned" but under private management, the mines have since been brought to "a flourishing condition." The book has 153 solid pages of facts and figures.

AUSTRALIAN NEUTRALITY.

The steamer *Changsha* lately arrived in Australia from China with Captain Clark and the crew of the steamer *Cloverly*. That vessel after running the Russian gauntlet from Australia to Kobe, with 57,000 bundles of fodder, was bought by the Japanese and converted into a transport vessel.

As the *Cloverly* was owned by Sir Malcolm McEachern, the Lord Mayor of Melbourne, and honorary Japanese Consul in that city, the sale was discussed by the Federal House of Representatives. Mr. Watson, the Premier, said that he had no knowledge of the transaction, and that every effort was being made to prevent breaches of neutrality. At the late Federal elections in Australia, Sir Malcolm McEachern, who represented a Melbourne constituency in the previous Parliament, was re-elected, but on the petition of his opponent, Dr. Maloney, an extreme Labourite, the election was declared null and void. A new election resulted in the return of Dr. Maloney.

SUPREME COURT.

Wednesday, 3rd August.

IN APPELLATE JURISDICTION.

BEFORE THEIR HONOURS SIR W. M. GOODMAN
(CHIEF JUSTICE) & T. SKEGGER SMITH
(PUNISH JUDGE).BAMBOO POLES ON THE SIDEWALK—JUDGES
DISAGREE.

Their Lordships delivered judgment in the case in which Hon. Sir Henry S. Berkeley, Attorney-General (instructed by Mr. F. B. L. Bowley (Crown Solicitor), appeared in support of an appeal by Wai Chung, appellant, and Hung Hoi, respondent, against the decision of Mr. H. H. J. Gompertz, magistrate, in dismissing a case in which the respondent was charged with carrying a bamboo pole on the pavement. At the Police Court on 27th May, and 16th June, 1904, an information preferred by Wai Chung, the appellant, under Section 2, sub-section 11, of Ordinance No. 14 of 1845, charging the respondent with unlawfully carrying a bamboo pole on the public footpath at Praya East, such pole being calculated to annoy and incommode passengers thereon, on 17th May, was dismissed by Mr. Gompertz. The appellant being dissatisfied with the Magistrate's decision as being erroneous in point of law applied for a case to be stated under section 90 of the Magistrates' Ordinance.

The Chief Justice in delivering judgment said—In this case the respondent was charged with carrying a bamboo pole on the public footpath, at Praya East, on the 17th May, 1904, such bamboo pole being calculated to annoy and incommode passengers thereon. The charge was made under Sub-section eleven of section 2 of Ordinance No. 14 of 1845, now (in the new edition of the Ordinances) numbered as Sub-section eleven of section 3, of Ordinance No. 1 of 1845.

That Ordinance is entitled "An Ordinance to make provision for the Preservation of Good Order and Cleanliness and the prevention of Nuisances within the Colony."

The section in question deals with nuisances, and provides a penalty for every person who commits any of the offences specified in its various sub-sections.

Sub-section eleven sets out the offence thus:—Upon any public footway, rolls or carries any barrel, cask, butt, or other thing calculated to annoy or incommode the passengers thereon, except for the purpose of housing them or of loading any cart or carriage on the other side of the footway."

Now, the Magistrate found, as facts, that the pole, a large, heavy bamboo carrying pole, was carried on the respondent's shoulder at 5.45 p.m., on May 17th on the public footway at Praya East, that it was carried in such a way as to obstruct the footway and to be calculated to annoy and incommode passengers thereon, and that it was not being carried for the purpose of being housed, or for the purpose of being loaded on any cart or carriage on the other side of the footway.

The Magistrate, however, refused to convict because, in his opinion, the general word "thing" following the specific words "barrel, cask, or butt," takes its meaning from them and must be presumed to be restricted to articles of the same genus.

It was argued before the Magistrate on behalf of the prosecution, and again before this Court, that the general purpose of the Ordinance was, *inter alia*, to prohibit nuisances on the footway, and that the words "or other thing" were not limited in their meaning by the specific words "barrel, cask, or butt," which precede them, because they must be read with the words "calculated to annoy or incommode the passengers thereon" (*i.e.*, on the footway) which immediately follow them, and that the genus contemplated by the Ordinance consists of anything whatsoever so calculated to annoy and incommode. It was also argued that the exception as to housing or loading did not limit the meaning of the general words.

The question the Court has to decide, on this appeal, is whether the words "or other thing" calculated to annoy or incommode the passengers on the footway" as used in the sub-section ought to be so construed as to include the bamboo pole, which has been found by the Magistrate to be so carried as to annoy and incommode passengers.

It is clear that unless the words must be so limited by the preceding words as to mean only things *ejusdem generis* with a barrel, cask, or butt ("butt" meaning a large cask), they include the bamboo pole in question.

How, then, must this Ordinance be construed? It is a penal statute, but, nevertheless, it must be construed so as to carry out the intention of the Legislature. At one time, no doubt, penal statutes were construed very strictly. I quite agree with the following passages in Sir P. B. Maxwell's work on the Interpretation of Statutes. They occur at pp. 367-369 of the third edition of his Book, and are as follows:—"The rule which requires that penal and some other statutes shall be construed strictly was more rigorously applied in former times, when the number of capital offences was very large; when it was still punishable with death to cut down a cherry-tree in an orchard, or to be seen for a month in the company of gypsies, or for a soldier or sailor to beg and wander without a pass. But it has lost much of its force and importance in recent times, since it has become more and more generally recognised that the paramount duty of the judicial interpreter is to put upon the language of the Legislature, honestly and faithfully, its plain and rational meaning, and to promote its object."

"It does not allow the imposition of a restricted meaning on the words, wherever any doubt can be suggested, for the purpose of withdrawing from the operation of the statute a case which falls both within its scope and the fair sense of its language. This would

be to defeat, not to promote, the object of the Legislature, to misread the statute and misinterpret its purpose. A court is not at liberty to put limitations on general words which are not called for by the sense, or the objects, or the mischiefs of the enactment, and no construction is admissible which would sanction an evasion of an act."

Indeed this seems to me to be simply a return to the sound principles of common law enunciated by Coke three hundred and twenty years ago. In Heydon's case, A.D. 1584, reported at page 18 of volume 2 of Coke's Reports, Parts III and IV, he says that the Barons of the Exchequer resolved "that for the sure and true interpretation of all statutes in general, *he they penal or beneficial, restrictive or enlarging of the common law*, four things are to be discerned and considered:—

1st What was the common law before the making of the Act?

2nd What was the mischief and defect for which the common law did not provide?

3rd What remedy the Parliament hath resolved and appointed to cure the disease of the commonwealth, and

4th The true reason of the remedy; and then the office of all the judges is always to make such construction as shall suppress the mischief and advance the remedy, and to suppress subtle inventions and evasions for the continuance of the mischief, *pro prieto commoda*, and to add force and life to the cure and remedy, according to the true intent of the makers of the Act *pro bono publico*."

There are certainly cases in which it has been held that "where a general word follows particular and specific words of the same nature as itself, the general word takes its meaning from them and is to be presumed to be restricted to the same genus as those words; or in other words as comprehending only things of the same kind as those designated by them; unless of course there be something to show that a wider sense was intended."

I am quoting the language of Maxwell on the Interpretation of Statutes, p. 469.

But it will be observed that he qualifies the proposition by the words "*unless, et cetera*." When we look at the case before us we find the words are not simply "any barrel, cask, butt, or other thing," in which case some qualification of the word "thing" would be required, but "any barrel, cask, butt, or other thing calculated to annoy or incommode the passengers thereon."

Is there not then here something to show that a wider sense is intended for "other thing" than merely something *ejusdem generis* with a barrel, cask, or butt? It is to include anything reasonably calculated to annoy and incommode reasonable passengers on a public footway. That is the meaning I place upon the words.

It may be well if we look at the probable origin of the Ordinance in question. It was passed on 29th December, 1845. It was intended to put a stop to various nuisances, and sub-section eleven was intended to prevent passengers on public footways from being annoyed and incommode by the rolling or carrying, on such footpaths, of casks, barrels, and other things calculated to annoy and incommode such passengers. It appears to me that sub-section eleven, as well as some of the other sub-sections of the section in question, were taken from the Metropolitan Police Act, 2 & 3 Victoria, c. 47, section 54, passed in 1831. Sub-section 8 of that section renders liable to a penalty—

"Every person who shall roll or carry any cask, tub, hoop, or wheel, or any ladder, plank, pole, show-board, or placard, upon any footway, except for the purpose of loading or unloading any cart or carriage, or of crossing the footway."

It seems to me that the Hongkong draftsman instead of giving a list, which might suit London requirements but not prove sufficiently exhaustive in this Colony, after specifying casks, &c., used general words intended to cover everything calculated to cause passengers on the foot path to be annoyed and incommode.

Of course if he did not use apt words to carry out his intention the Legislature alone can amend them, but, giving fair meaning to the words, is not the intention of the Legislature clearly enough expressed?

I will take a decided case which seems to me to be very much in point.

Section 37 of the Prison Act 1865 made everyone guilty of felony who "with intent to facilitate the escape of any prisoner conveys or causes to be conveyed into any prison any mask, dress or other disguise, or any letter, or any other article or thing." A prisoner was convicted of conveying a "crowbar" into a prison, and it is clear that, if the words "other article or thing" must be construed as meaning only things *ejusdem generis* with masks or letters, they would not include a crowbar. The point was reserved for the consideration of the Judges for Crown Cases Reserved. First, the point about *ejusdem generis* was taken on argument before the five Judges who composed the Court, and then another point was taken by the prisoner's counsel namely, that the former Prison Act, 4 George IV, c. 64, Section 43, used the words "mask, vizor, or other disguise, instrument or arms, proper to facilitate the escape of any prisoners," whereas the word "instrument" which clearly includes a "crowbar," was omitted in the Act under which the prisoner was accused, and which repealed the former section; whereupon Chief Baron Pollock observed—

"It substitutes the more general words 'any article or thing,' and Baron Pigott adds—'Clearly showing thereby that the Legislature intended to embrace more things than were included under the old Act.'"

The conviction was upheld, Pollock, C.B. saying: "We are all of opinion that a crowbar is included under the words 'or other article or thing.' That was the case of the Queen v. Payne 1 Crown Cases Reserved, p. 27, decided in 1866.

In the case we are deciding the draftsman evidently substituted general words for the more detailed list set out in the Metropolitan Police Act, and I take the same view of the result as the judges did in Queen v. Payne. I think that the Legislature meant to protect passengers using the footpath from being annoyed and incommode by obstructions caused by the rolling of casks, or the carriage of bulky or improper things for which the only suitable place would be the roadway. It seems to me strange to hold that such protection must be limited to cases where the cause of the obstruction is a thing like a cask, or in the same genus as a cask. Are coolies to be allowed to carry large bundles of bamboo scaffolding poles along the footpath, in Queen's Road for instance? Looking at the working of the Ordinance I do not believe the Legislature intended the restricted meaning suggested. It seems rather to me that, after forbidding the rolling or carrying of barrels and casks on the footway, the Legislature proceeded to also forbid the rolling or carrying of any other thing which would cause reasonable people to be annoyed and incommode in their proper use of the footpath.

I am aware that one learned judge, in 1868, in another case, said with reference to the case of the Queen v. Payne, that it "fell within the rule that if the particular words exhaust a whole genus the general word must refer to some larger genus," but that rather subtle refinement is certainly not mentioned in any of the reports of the case itself which I have been able to discover. Assuming, however, that such distinction was present to the minds of the five judges who decided the Queen v. Payne, the present case appears to me to show that the "larger genus" intended here was "anything calculated to annoy or incommode." The case of Skinner v. Shew (1893), 1 Chancery, p. 413, seems also to me to be in point; I do not think we desire much assistance from the various cases relating to the question "what is a place" within the meaning of the Betting Act, 1853? Some were over-ruled by the House of Lords in Powell v. The Kempton Park Racecourse Company, Limited, Appeal Cases (1899), p. 143, and the question of "user" greatly complicated the inquiry in the betting house cases.

I must confess that I am not alarmed at the prospect of my decision causing hardship to law-abiding citizens. If my interpretation leaves the terms of the prohibition somewhat elastic, we may, surely, attribute some measure of common sense to the Executive as well as to the Magistrates and Judges. In this case for instance, the Magistrate feeling a doubt, very naturally left the matter for the decision of this Court. If people are, hereafter, improperly harassed by prosecutions for carrying, on the public footway, things not reasonably calculated to annoy or incommode reasonable people, having regard to the conditions of modern life and to all the circumstances of the case, I take it the Magistrate would very properly refuse to convict, and if he thought it necessary, would enquire the course adopted by the police or prosecutor. He would regard the spirit as well as the letter of the Ordinance. If not, legislation would be called for. For example, to notice one or two instances mentioned, in argument, I do not see why a rifle properly carried by a volunteer along a footpath should be calculated to annoy any reasonable person. It is done every day in London, nor do I see why an umbrella of reasonable dimensions carried, on a wet day for protection against the rain, should be held to incommode people who are not selfish and unreasonable. If the Ordinance we are discussing had been passed after November, 1897, I do not think any difficulty could have arisen, because section 18 of the Interpretation Ordinance, 1897, expressly provides that in Ordinances thereafter passed the words "or," "other," and "otherwise" shall, unless the contrary intention appears, be construed disjunctively, and not as implying similarity, unless the word "similar" or some equivalent expression is added.

The words "calculated to annoy" rather imply that someone has to do the calculation or settle what things come within the category, and I think we may trust to the common sense of the Magistrates in such cases.

In the result, I hold that the bamboo pole in this case comes within the words of the sub-section and there should have been a conviction. I express my views with some diffidence as I understand Mr. Justice Smith has come to a different conclusion. However, by section 24 of Ordinance No. 3 of 1873 (new edition) where, on an appeal, there is a difference of opinion between the two judges, the Chief Justice has a double or casting vote.

The appeal will, therefore, be allowed, but in the circumstances there will be no order as to costs. I desire to add, although of course, this is no part of my judgment, that I consider that the coolie in this case has had quite sufficient punishment owing to the loss of time he has incurred in attending this appeal and taking into account his enforced attendance at the Magistrate, especially as there appears, hitherto, to have been some doubt as to whether what he did was forbidden by law.

The Puisse Judge said—In this appeal the Full Court is asked to say that the refusal of a Magistrate to convict in a certain case was wrong. It appears that on 18th May last two Chinese were separately charged at the Police Court with an offence under what was then sect. 2, subsect. 11 of Ordinance 14 of 1845, but what is now sect. 3, subsect. 11 of Ordinance 14 of 1845. In both cases, the alleged offence charged was that the defendant on the 17th May unlawfully did carry a bamboo pole on the public footpath at Praya East, such bamboo pole being calculated to annoy and incommode passengers on the footpath.

The section and subsection under which the charges were laid are—

Sect. 2. "Every person shall be liable to a penalty not exceeding five pounds, who within the Colony of Hongkong shall in any thoroughfare or public place or adjacent thereto commit

any of the following offences; that is to say:—Subsect. II. "Every person who, upon any public footway, shall roll or carry any barrel, cask, butt, or other thing calculated to annoy or incommode the passengers thereon, except for the purpose of housing them or of loading any cart or carriage on the other side of the footway."

The Magistrate refused to convict on the ground that the words "other thing" meant other thing of a like nature or class as barrel, cask, butt.

There are only two possible constructions of the words "other thing": by one construction they mean "other like thing," by the other construction they mean "any other thing whatsoever," whether like a barrel, cask, butt or not. The Magistrate adopted the former construction. The Full Court is invited to adopt the latter construction, that is, it is invited to decide that every person who rolls or carries on the footway anything calculated to annoy or incommode a passenger thereon is liable to summary arrest and to a fine not exceeding five pounds or, in default, to imprisonment with hard labour for three months. He observed, the offence created by the subsection is not that of rolling or carrying in a manner calculated to annoy or incommode; the offence is that of rolling or carrying certain things calculated to annoy or incommode. Let me illustrate my meaning. A rifle when carried on a footway is undoubtedly a thing calculated to annoy or incommode, though ordinarily tolerated as not being offensive, will be liable, if the construction now sought to be placed on the subsection prevails, to arrest and fine or imprisonment notwithstanding that he was not carrying it in such a manner as to annoy or incommode. The same as regards a portmanteau, a seaman's chest, a stool, a tiffin basket, a milliner's box, an umbrella, a big hat, and scores of articles daily carried on the footway: all these are calculated to annoy or incommode passengers on the footway, though each one of them may perchance be so carried in a particular instance as not to be so calculated to annoy or incommode passengers. In my judgment, it is for the point to say that we must rely on the discretion of the police or the magistrates not to arrest or convict a person for carrying, e.g. a dripping umbrella on a footway. We cannot decide a point of construction relying on the discretion of the police or the magistrates to mitigate the effect of our decision.

It being plain that the only alternative construction to the *ejusdem generis* construction is that construction which brings a large percentage of persons within the meshes of the law for everyday acts of necessity and convenience, is this Court going to invite to the Legislature an intention to make liable to arrest and fine or imprisonment a large body of persons carrying things which are both a necessity and a convenience of life, when the words of the enactment are equally capable of a construction which limits the offences to offence in respect of certain specific articles which it is not a necessity or convenience of life to roll or carry along a footway except under circumstances provided for by the law? I hold therefore that this subsection leads to the absurdity of supposing that the Legislature intended to interfere with the ordinary concomitants of walking on a footway; and I decline to put that construction on the subsection, preferring the more sensible *ejusdem generis* construction adopted by the Magistrate, which is also at least equally justified by the language used.

The words barrel, cask, butt, like the words house, office, room in the Betting Act 1853, are the dominant words of the subsection. By the construction contended for it is sought to make the words other things the dominant words. If we suppose that the Legislature intended to interfere with the ordinary concomitants of walking on a footway, and I decline to put that construction on the subsection, preferring the more sensible *ejusdem generis* construction adopted by the Magistrate, which is also at least equally justified by the language used.

It was further contended that the words "roll or carry" point to two classes of things, viz. one class of things usually moved by rolling, another class of things usually moved by carrying. On the contrary, it seems to me that the words "roll or carry" are used to cover all things which the subsection is intended to move either by rolling or by carrying; in other words, things capable of being moved, sometimes by rolling, sometimes by carrying; and that either mode must be a usual mode of moving the thing. Such a construction certainly suits the words barrel, cask, butt, which are objects as frequently carried as rolled. Under this construction the words *roll or carry* point to the exclusion of a bamboo pole from the purview of the subsection, because a bamboo pole is not a thing which ordinarily is moved sometimes by being rolled and sometimes by being carried.

For a further indication of the intention of the subsection seem to me to throw light on the intention of the Legislature. Those words are "except for the purpose of housing them or of loading any cart or carriage on the other side of the footway," and they cause the subsection to mean that, unless you are housing a barrel, cask, butt or other thing, &c., or loading them on any cart or carriage on the other side of the footway, you must not roll or carry such things on a public footway. Now, these words housing and loading must refer to things which it is usual to house or load, and to my mind afford a further indication of the intention of the subsection, namely, that the things aimed at by the subsection are things which it is usual to move either by rolling or by carrying; in other words, things capable of being moved, sometimes by rolling, sometimes by carrying; and that either mode must be a usual mode of moving the thing. Such a construction certainly suits the words barrel, cask, butt, which are objects as frequently carried as rolled. Under this construction the words *roll or carry* point to the exclusion of a bamboo pole from the purview of the subsection, because a bamboo pole is not a thing which ordinarily is moved sometimes by being rolled and sometimes by being carried.

For a further indication of the intention of the subsection seem to me to throw light on the intention of the Legislature. Those words are "except for the purpose of housing them or of loading any cart or carriage on the other side of the footway," and they cause the subsection to mean that, unless you are housing a barrel, cask, butt or other thing, &c., or loading them on any cart or carriage on the other side of the footway, you must not roll or carry such things on a public footway. Now, these words housing and loading must refer to things which it is usual to house or load, and to my mind afford a further indication of the intention of the subsection, namely, that the things aimed at by the subsection are things which it is usual to move either by rolling or by carrying; in other words, things capable of being moved, sometimes by rolling, sometimes by carrying; and that either mode must be a usual mode of moving the thing. Such a construction certainly suits the words barrel, cask, butt, which are objects as frequently carried as rolled. Under this construction the words *roll or carry* point to the exclusion of a bamboo pole from the purview of the subsection, because a bamboo pole is not a thing which ordinarily is moved sometimes by being rolled and sometimes by being carried.

I will now deal with the cases which were brought up during the argument, and first of all with the case of Regina v. Payne (L.R. 1, C.C.R. 27). In that case the defendant was charged with conveying a crowbar into a prison to facilitate the escape of a prisoner, and it was held that a crowbar came within the words "any other article or thing" in the following section:—"Every person . . . who with intent to facilitate the escape of any prisoner, conveys . . . into any prison any mask, dress or other disguise, or any letter or any other article or thing, shall be guilty of felony." This case appears in five or six Reports, but in not one of the Reports is

BATHING PARTIES

Offer Splendid Materials for Picture Making. Take a KODAK with you.

KODAKS from \$5.00 to \$100.00.

LONG, HING & CO.,

PHOTO GOODS DEALERS,

17A, QUEEN'S ROAD,

(Same Premises as Messrs. Ah Chee).

Hongkong, 16th July, 1904.

NERNST

NERNST ELECTRIC LIGHT.
BEAUTY OF ILLUMINATION COMBINED WITH GREAT ECONOMY
AS CHEAP AS GAS!

FOR PARTICULARS APPLY TO

EDM. JOHANNSEN OR SIEMSEN & CO.

any reason given for the decision arrived at: *no ratio decidendi* appears anywhere in the reported judgments. The case was before the Court of Criminal Appeal as to whether the *ejusdem generis* rule of construction was applicable in the case. The Court apparently held that it was not, but did not give its reason for so holding. However, during the course of the argument in Fenwick v. Schmalz, L.R. 3, C.P. at p. 315, Willes J., referring to R. v. Payne said: "That case falls within the rule that if the particular words exhaust the whole genus, the general word must refer to some larger genus." This clearly explains the ground of the decision in Regina v. Payne. There the words "mask, dress or other disguise" exhaust the whole genus, and therefore the following words are not controlled by the specific words, but are allowed their widest meaning. If that is the explanation of the decision in Regina v. Payne (and it is the explanation of that decision) then the decision does not govern the present case, for here the preceding particular words barrel, cask, butt, do not exhaust the genus to which they belong, as it is easy to see if one merely mentions such words as tub, jar, drum, cylinder, earthenware, which are all within the same genus as the words barrel, cask, butt. If the words in the present case had been "barrel, cask, butt or other thing, or any other article or thing calculated to annoy or incommode," then the construction now contended for might be upheld, because "barrel, cask, butt or other thing" would be words exhausting a genus; and the succeeding general words would have the widest meaning. Therefore, in my judgment, this case, which at first sight appeared to be contrary to the view of the Magistrate, becomes, on consideration, a case which indirectly supports his conclusion.

Another case mentioned was that of Shillito v. Thompson, L.R. 1, Q.B.D. 12. There a grocer was charged with possession, with intent to sell, of cheese unfit for food, the charge being laid as a breach of a municipal bye-law relating to a penalty any person who should have in his possession, with intention to sell, any meat, fish, poultry or other victuals or provisions unfit for the food of man. It was argued that cheese was not *ejusdem generis* with meat and the other things mentioned in the bye-law. Clearly it was, because the genus was food, of which meat, fish, poultry, were only species. This explanation is adequate to an understanding of the decision. The case therefore directly and strongly supports the Magistrate's conclusion, and is an authority against the appellant instead of in his favour, for the words other things, which he construed as *ejusdem generis* with the preceding words barrel, cask, butt, poultry, then there were three cases, which the Attorney-General referred the Court, which were Skinner v. Shew (1893) 1 Ch. at p. 421, Eastwood v. Miller, L.R. 9 Q.B. 440, and Bows v. Fenwick, 9 C.P. 339. I will content myself with remarking that Eastwood v. Miller is overruled in Powell v. Kempton Park Racecourse Co. (1897), 2 Q.B. at p. 280, and that Lord Davey in the same case, on appeal to the House of Lords, said in (1899) A.C. at p. 183, that the distinction between Bows v. Fenwick and Galloway v. Maries was too thin to be a good ground for decision, cases with reference to which A.C. Smith, L.J., said that by the subsection are things which it is usual to move either by rolling or by carrying; in other words, things capable of being moved, sometimes by rolling, sometimes by carrying; and that either mode must be a usual mode of moving the thing. Such a construction certainly suits the words barrel, cask, butt, which are objects as frequently carried as rolled. Under this construction the words *roll or carry* point to the exclusion of a bamboo pole from the purview of the subsection, because a bamboo pole is not a thing which ordinarily is moved sometimes by being rolled and sometimes by being carried.

For a further indication of the intention of the subsection seem to me to throw light on the intention of the Legislature. Those words are "except for the purpose of housing them or of loading any cart or carriage on the other side of the footway," and they cause the subsection to mean that, unless you are housing a barrel, cask, butt or other thing, &c., or loading them on any cart or carriage on the other side of the footway, you must not roll or carry such things on a public footway. Now, these words housing and loading must refer to things which it is usual to house or load, and to my mind afford a further indication of the intention of the subsection, namely, that the things aimed at by the subsection are things which it is usual to move either by rolling or by carrying; in other words, things capable of being moved, sometimes by rolling, sometimes by carrying; and that either mode must be a usual mode of moving the thing. Such a construction certainly suits the words barrel, cask, butt, which are objects as frequently carried as rolled. Under this construction the words *roll or carry* point to the exclusion of a bamboo pole from the purview of the subsection, because a bamboo pole is not a thing which ordinarily is moved sometimes by being rolled and sometimes by being carried.

A person had received by letter a threat of legal proceedings, and the question was whether a threat by letter was a threat within the language quoted. The Court held that such a threat was within the words of the section, and that the words or otherwise were not *ejusdem generis* with the words circulars and advertisements, and included by letter. It is evident from the judgment of A. C. Smith, C.J. that he would have construed the words or otherwise as *ejusdem generis* with circulars, advertisements, unless he had found in the section an absolute prohibition against threatening legal proceedings at all, or in other words unless the object of the section was to prevent all threats, however communicated; and it was because the substance of the section would have been missed if a threat by letter had been held not to be within the enactment that the Court held that by letter was covered by the words or otherwise. In passing, I observe that in Skinner v. Shew it was not the action of the threat, but the manner of the threat that was under discussion; in the present case, it is the nature of a thing and not its manner of use, which is in question. Now, before Skinner v. Shew was decided, it was given that the Court must find that the object of the subsection under consideration was to prevent the carrying on the footway of all things whatsoever calculated to annoy or incommode passengers; so that the exclusion of such a thing as a bamboo pole from the operation of the section would cause the substance of the section to be missed. Unfortunately, I am very clearly of opinion that the object of the subsection in question was not the comprehensive purpose for which the appellant contends, but was limited to a much smaller range of objects, and I have arrived at this conclusion by the same process by which the Court of Appeal arrived at its conclusion in

Skinner v. Shew, viz. by an examination of the language of the sub-section. In Skinner v. Shew it was held that the *ejusdem generis* rule was overpowered by the manifest object of the action: that reason for rejecting the *ejusdem generis* construction in the present instance does not in my judgment exist, and the case quoted therefore does not govern the present case. For the reasons given, I have come to the conclusion that the Magistrate was right, and that the words barrel, cask, butt, or other thing calculated to annoy or incommode, &c., must be construed to mean barrel, cask, butt, or other like thing, calculated to annoy or incommode, &c., and not to mean barrel, cask, butt or any other thing whatsoever calculated, &c.

I think that the former construction is not only more reasonable than the latter construction, but is also beyond doubt more in consonance with the whole language of the subsection. I also think that the latter construction strains the language in order to extend the remedy to a nuisance not yet legislated against. If I may properly say so, whilst on the one hand I regret that a bamboo pole is not within the legal purview of the sub-section, yet on the other hand, it is satisfactory to know that my conclusion exempts from liability to arrest without warrant and to fine or, in default, imprisonment, a far larger number of persons carrying on the footway articles which, though calculated to annoy or incommode, are articles of every day necessity and convenience. For there is no getting away from the fact that the construction contended for by the appellant, though only affecting in the particular instance a person carrying a bamboo pole, must by force of the *ratio decidendi* sweep into the sub-section that large class of persons already indicated. I have only to add that it was very unfortunate that no one appeared at the hearing of the appeal to argue on behalf of the respondent. The appeal ought in my opinion to be dismissed with costs.

The Chief Justice.—The case will now go back to the Magistrate, and I have no doubt he will note the views I have given effect to.

The Attorney-General.—The Magistrate can detain the coolie for two minutes. It was only to decide the legal question that the appeal was brought.

The Chief Justice pointed out that the maximum of £5, changed under the New Ordinances to \$50, was made to cover a great number of different offences of different degrees of magnitude. Although a person convicted under the subsection could be fined the maximum amount, yet he imagined that one-tenth would be ample. He also imagined that in the majority of cases the police would not prosecute on the first offence if the man was willing to desist, as it was only necessary in occasional cases. The law had been in force 60 years without causing any great hardship.

The Attorney-General opined that the decision arrived at by the Court could not lead to any hardship being inflicted, but a contrary decision would have led to interminable nuisances on the footpaths.

The Court adjourned *sine die*.



TELEPHONE No. 17.

HAVE YOU TRIED

"YEBISU"

THE FAMOUS BEER OF JAPAN.

THIS IS A

PURE
PLEASING
POPULAR
PALATABLE
PRODUCTION

\$16.00 PER CASE OF 8 DOZEN PINTS.

SOLE AGENTS

H. PRICE & CO.

12, QUEEN'S ROAD CENTRAL. [4]

DR. NEWELL WILSON. DR. WILLIAM DANIEL

DENTISTS.

Latest American Methods.

Reasonable Fees.

No charge for examinations.

Office hours 9 A.M. to 1 P.M. and 2 to 5 P.M.

31 QUEEN'S ROAD CENTRAL

(First Floor Watkin's Building)

Hongkong 18th, February, 1904.

NOTICE.

Communications respecting Advertisements, Subscriptions, Printing, Binding, &c., should be addressed to the Manager, and special business matters to the Editor. Advertisements and Subscriptions which are not ordered for a fixed period will be continued until terminated. Orders for extra copies of DAILY PRESS should be sent in before 11 a.m. on day of publication. After that hour the supply is limited. Only supplied for Cash. Telegraphic Address: PUNN. Codes: A.B.C., 5th Ed. Lister's. P.O. Box 33. Telephone No. 12.

NEW ADVERTISEMENTS

HAMBURG-AMERIKA LINIE.
(Taking Cargo at through rates to THINGTAD).
THE Steamship

"LOONGMOON,"
Captain F. Kalkofen, will be despatched for the above port on SATURDAY, the 6th inst., at 3 p.m.
This Steamer has superior accommodation for First and Second class passengers.
For Freight or Passage, apply to
SIEMSEN & CO.,
Agents.
Hongkong, 3rd August, 1904. [1906]

FROM JAVA PORTS AND MACASSAR.
THE J.C.J.L. Steamship

"TJIMAH,"
Captain Zuurkane, having arrived from the above ports, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature by the undersigned, and to take immediate delivery of their Goods from alongside.
Any Cargo impeding her discharge and/or Cargo left on board after Saturday, 6th inst., at noon, will be landed in the Hongkong and Kowloon Wharf and Godown Company, Limited, and stored at Consignees' risk and expense.
Optional Cargo will be landed, unless notice has been given prior to steamer's arrival.
No Fire Insurance has been effected.
The steamer will be despatched for Shanghai, Moji, Kobe and Yokohama on or about 8th inst.
Head Agency of the
J.A.V.A. CHINA-JAPAN LINE,
Alexandra Buildings.
Hongkong, 3rd August, 1904. [1907]

NOTICE TO CONSIGNEES.
FROM MIDDLEBOROUGH, LONDON AND STRAITS.
THE Steamship

"MERIONETHSHIRE,"
Captain G. C. Cundy, having arrived from the above ports, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, at Kowloon, and stored at Consignees' risk and expense.
No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 9th inst., will be subject to rent.
All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 9th inst., at 2.30 p.m.
No Fire Insurance has been effected.
Bills of Lading will be countersigned by
SHEWAN, TOMES & CO.,
Agents.
Hongkong, 3rd August, 1904. [1908]

NAVIGAZIONE GENERALE ITALIANA.
(Florida and Rubattino United Companies).
NOTICE TO CONSIGNEES.

FROM BOMBAY AND SINGAPORE
THE Steamship

"CAPRI,"
having arrived from the above ports, Consignees of Cargo by her are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., whence delivery may be obtained. Perishable Goods to be taken delivery of immediately.
All damaged packages must be left in the Godowns, and a certificate obtained from the Godown Company, within seven days after the vessel's arrival here, after which no claims will be recognised.
No Fire Insurance has been effected, and any Goods remaining in the Godowns after the 10th instant, will be subject to rent.
CARLOWITZ & CO.,
Agents.
Hongkong, 3rd August, 1904. [4]

ROYAL AERATED WATERS MANUFACTORY.

PRODUCE the Highest Class AERATED WATERS in the Far East on account of their High Class Machinery and also of the superior ingredients they use in the manufacture of their goods, and the cleanliness, &c., are all under strict supervision of Europeans only.
REPORT OF AN EXPERT.
The representative of Messrs. BRATBY and MINCHIFFE, LIMITED, Aerated Water Engineers and Chemists, Manchester, visited our factory recently in the course of a tour amongst Eastern Aerated Water Makers, and was greatly surprised at the compactness of our factory and also the methodical way in which everything pertaining to the making of Aerated Waters was carried out. He also expressed himself strongly on the absolute cleanliness of our whole establishment, which he assured us was equal to any he had yet visited and superior to a great many. He also reported that the quality of our goods was of a first-class nature, and they showed that scrupulous care was exercised in the course of their manufacture.
Order Books and Price List. Please apply to FACTORY and OFFICE, West Point, Tel. 357. Depot, Ice House Street, Tel. 374.
F. P. DANENBERG,
General Manager.
Hongkong, 11th May, 1904. [192]

THE AMERICAN SYSTEM OF DENTISTRY

DR. M. H. CHAUN.
37, DES VEXUX ROAD CENTRAL, HONGKONG
From the University of Pennsylvania, U.S.A.
Hongkong, 3rd June, 1904. [64]

MAIL TABLES FOR 1904.

Mounted on Card ... 30 cents
Paper ... 20 cents
On Sale at the Daily Press Office,
Hongkong 5th March, 1904

INTIMATIONS

THE HONGKONG GYMKHANA CLUB.

THE THIRD MEETING of the above Club will be held at the HAPPY VALLEY, on SATURDAY, the 27th inst., weather permitting.
GEO. K. HALL BRUTTON,
Hon. Secretary.
Hongkong, 3rd August, 1904. [1894]

SITUATION WANTED.
A YOUNG and WELL-EDUCATED PORTUGUESE with 9 years' experience in Book Keeping and General Office Work, desires position.
Apply to—
"LABOUR,"
Care of Daily Press Office.
Hongkong, 29th July, 1904. [1845]

ACCOUNTS.
AN EXPERT BOOKKEEPER, having spare time, would be pleased to take charge of a set of Books.
Considerable experience in formulating systems of subsidiary accounting.
Able to demonstrate the position of a firm in the most concise manner.
Entangled accounts straightened out.
Accounts Supervised.
Moderate Remuneration.
Apply to—
"ACCOUNTS,"
Care of Daily Press Office.
Hongkong, 16th July, 1904. [1732]

FOR SALE.
TLEAKWOOD STEAM LAUNCH in Good Working Order and condition.
Length 35 feet.
Breadth 7 feet.
Depth 3 feet 6 inches.
Engines, Compound Outboard Condensing.
Price \$3,250.
Apply to—
X.
Care of Daily Press Office.
Hongkong, 31st May, 1904. [1574]

THE JAPAN LAUNDRY COMPANY.

REORGANISATION.
THE above Company have already won great admiration from all their customers, the work being excellently done. A New Scheme has recently been introduced, and the work is done quickly and satisfactorily. Excellent laundrymen have just arrived from Japan. Charges moderate. Special attention is directed to washing and ironing. Orders will be executed promptly. Head Office, No. 23, Canton Road. Branch Office, No. 20, Mongkokkiss Road.
L. NAKAGAKI,
Manager.
Hongkong, 23rd July, 1904. [1798]

EDUCATION.
UNDER the best conditions of Climate and Environment in the Far East.

MODERN SCHOOL,
Yokohama, Japan.

FOR EUROPEANS AND AMERICANS ONLY.
Finely situated on the famous Bluff, water and the Electric Light laid on. Exceptional facilities for boarding pupils. Every opportunity for physical and mental development.
References are permitted to H.E. Sir Claude MacDonald, K.C.B., H.B.M.'s Minister Plenipotentiary to Japan, and to His Honour J. H. Stewart Lockhart, C.M.G., H.B.M.'s Commissioner at Wei-Hai-Wei.
AUTUMN TERM BEGINS SEPT. 12th.
For Illustrated Prospectus, &c., apply to—
BRUCE MITFORD,
L.C.P., F.R.G.S.,
Headmaster.
Hongkong, 30th July, 1904. [1862]

TONG CHONG WO & CO.
No 98, QUEEN'S ROAD CENTRAL.

Manufacturers of Hand-made Pure HAVANA CIGARS and CIGARETTES.
They are made of best Havana leaves and possess a mild and choice flavour.
Inspection courteously invited.
Hongkong, 23rd May, 1904. [133]

AUCTIONS

PUBLIC AUCTION.

THE Undersigned have received instructions from the Official Receiver, to Sell by Public Auction,
TO-DAY (THURSDAY),
the 4th August, 1904, at 11.30 a.m., at No. 9, PRINCE'S HILL,
SUNDRY HOUSEHOLD FURNITURE, comprising—
DOUBLE and SINGLE IRON BEDSTEPS with WIRE and RATTAN MATTRESSES, TEAKWOOD OVERMANTEL with BEVELLED GLASS, TEAKWOOD WARDROBES, MARBLE TOP TABLES, CARPETS and RUGS, COOKING STOVES and UTENSILS, &c., &c.
TERMS—As usual.
HUGHES & HOUGH,
Government Auctioneers.
Hongkong, 33rd July, 1904. [1865]

PUBLIC AUCTION.

PARTICULARS AND CONDITIONS of the Letting by Public Auction Sale, to be held on MONDAY, the 8th day of AUGUST, 1904, at 3 p.m., at the Office of the Public Works Department, by Order of His Excellency the Officer Administering the Government, of One Lot of Crown Land at Ho Mun Tin, in the Colony of Hongkong, for a term of 75 years, with the option of renewal at a Crown Rent to be fixed by the Surveyor of His Majesty the King, for one further term of 75 years. [1879]

PARTICULARS OF THE LOT.

No. of Sub-Registry	Locality	Boundary Measurements	Containing in Square Feet	Annual Rent	Upset Price
1	Kowloon Island	N. S. E. W.			
2	North Point	N. S. E. W.			
3	Island No. 1	N. S. E. W.			
4	Island No. 2	N. S. E. W.			
5	Island No. 3	N. S. E. W.			
6	Island No. 4	N. S. E. W.			
7	Island No. 5	N. S. E. W.			
8	Island No. 6	N. S. E. W.			
9	Island No. 7	N. S. E. W.			
10	Island No. 8	N. S. E. W.			
11	Island No. 9	N. S. E. W.			
12	Island No. 10	N. S. E. W.			
13	Island No. 11	N. S. E. W.			
14	Island No. 12	N. S. E. W.			
15	Island No. 13	N. S. E. W.			
16	Island No. 14	N. S. E. W.			
17	Island No. 15	N. S. E. W.			
18	Island No. 16	N. S. E. W.			
19	Island No. 17	N. S. E. W.			
20	Island No. 18	N. S. E. W.			
21	Island No. 19	N. S. E. W.			
22	Island No. 20	N. S. E. W.			
23	Island No. 21	N. S. E. W.			
24	Island No. 22	N. S. E. W.			
25	Island No. 23	N. S. E. W.			
26	Island No. 24	N. S. E. W.			
27	Island No. 25	N. S. E. W.			
28	Island No. 26	N. S. E. W.			
29	Island No. 27	N. S. E. W.			
30	Island No. 28	N. S. E. W.			
31	Island No. 29	N. S. E. W.			
32	Island No. 30	N. S. E. W.			
33	Island No. 31	N. S. E. W.			
34	Island No. 32	N. S. E. W.			
35	Island No. 33	N. S. E. W.			
36	Island No. 34	N. S. E. W.			
37	Island No. 35	N. S. E. W.			
38	Island No. 36	N. S. E. W.			
39	Island No. 37	N. S. E. W.			
40	Island No. 38	N. S. E. W.			
41	Island No. 39	N. S. E. W.			
42	Island No. 40	N. S. E. W.			
43	Island No. 41	N. S. E. W.			
44	Island No. 42	N. S. E. W.			
45	Island No. 43	N. S. E. W.			
46	Island No. 44	N. S. E. W.			
47	Island No. 45	N. S. E. W.			
48	Island No. 46	N. S. E. W.			
49	Island No. 47	N. S. E. W.			
50	Island No. 48	N. S. E. W.			
51	Island No. 49	N. S. E. W.			
52	Island No. 50	N. S. E. W.			
53	Island No. 51	N. S. E. W.			
54	Island No. 52	N. S. E. W.			
55	Island No. 53	N. S. E. W.			
56	Island No. 54	N. S. E. W.			
57	Island No. 55	N. S. E. W.			
58	Island No. 56	N. S. E. W.			
59	Island No. 57	N. S. E. W.			
60	Island No. 58	N. S. E. W.			
61	Island No. 59	N. S. E. W.			
62	Island No. 60	N. S. E. W.			
63	Island No. 61	N. S. E. W.			
64	Island No. 62	N. S. E. W.			
65	Island No. 63	N. S. E. W.			
66	Island No. 64	N. S. E. W.			
67	Island No. 65	N. S. E. W.			
68	Island No. 66	N. S. E. W.			
69	Island No. 67	N. S. E. W.			
70	Island No. 68	N. S. E. W.			
71	Island No. 69	N. S. E. W.			
72	Island No. 70	N. S. E. W.			
73	Island No. 71	N. S. E. W.			
74	Island No. 72	N. S. E. W.			
75	Island No. 73	N. S. E. W.			
76	Island No. 74	N. S. E. W.			
77	Island No. 75	N. S. E. W.			
78	Island No. 76	N. S. E. W.			
79	Island No. 77	N. S. E. W.			
80	Island No. 78	N. S. E. W.			
81	Island No. 79	N. S. E. W.			
82	Island No. 80	N. S. E. W.			
83	Island No. 81	N. S. E. W.			
84	Island No. 82	N. S. E. W.			
85	Island No. 83	N. S. E. W.			
86	Island No. 84	N. S. E. W.			
87	Island No. 85	N. S. E. W.			
88	Island No. 86	N. S. E. W.			
89	Island No. 87	N. S. E. W.			
90	Island No. 88	N. S. E. W.			
91	Island No. 89	N. S. E. W.			
92	Island No. 90	N. S. E. W.			
93	Island No. 91	N. S. E. W.			
94	Island No. 92	N. S. E. W.			
95	Island No. 93	N. S. E. W.			
96	Island No. 94	N. S. E. W.			
97	Island No. 95	N. S. E. W.			
98	Island No. 96	N. S. E. W.			
99	Island No. 97	N. S. E. W.			
100	Island No. 98	N. S. E. W.			
101	Island No. 99	N. S. E. W.			
102	Island No. 100	N. S. E. W.			
103	Island No. 101	N. S. E. W.			
104	Island No. 102	N. S. E. W.			
105	Island No. 103	N. S. E. W.			
106	Island No. 104	N. S. E. W.			
107	Island No. 105	N. S. E. W.			
108	Island No. 106	N. S. E. W.			
109	Island No. 107	N. S. E. W.			
110	Island No. 108	N. S. E. W.			
111	Island No. 109	N. S. E. W.			
112	Island No. 110	N. S. E. W.			
113	Island No. 111	N. S. E. W.			
114	Island No. 112	N. S. E. W.			
115	Island No. 113	N. S. E. W.			
116	Island No. 114	N. S. E. W.			
117	Island No. 115	N. S. E. W.			
118	Island No. 116	N. S. E. W.			
119	Island No. 117	N. S. E. W.			
120	Island No. 118	N. S. E. W.			
121	Island No. 119	N. S. E. W.			
122	Island No. 120	N. S. E. W.			
123	Island No. 121	N. S. E. W.			
124	Island No. 122	N. S. E. W.			
125	Island No. 123	N. S. E. W.			
126	Island No. 124	N. S. E. W.			
127	Island No. 125	N. S. E. W.			
128	Island No. 126	N. S. E. W.			
129	Island No. 127	N. S. E. W.			
130	Island No. 128	N. S. E. W.			
131	Island No. 129	N. S. E. W.			
132	Island No. 130	N. S. E. W.			
133	Island No. 131	N. S. E. W.			
134	Island No. 132	N. S. E. W.			
135	Island No. 133	N. S. E. W.			
136	Island No. 134	N. S. E. W.			
137	Island No. 135	N. S. E. W.			
138	Island No. 136	N. S. E. W.			
139	Island No. 137	N. S. E. W.			
140	Island No. 138	N. S. E. W.			
141	Island No. 139	N. S. E. W.			
142	Island No. 140	N. S. E. W.			
143	Island No. 141	N. S. E. W.			
144	Island No. 142	N. S. E. W.			
145	Island No. 143	N. S. E. W.			
146	Island No. 144	N. S. E. W.			
147	Island No. 145	N. S. E. W.			
148	Island No. 146	N. S. E. W.			
149	Island No. 147	N. S. E. W.			
150	Island No. 148	N. S. E. W.			

SHIPPING.

ARRIVALS.

BRUNNEN, German str., 2,153, J. Hayton, 2nd Aug.—Karata 27th July, Coals—Bradley & Co.
BRUNNEN, German str., 2,153, J. Hayton, 2nd Aug.—Karata 27th July, Coals—Bradley & Co.
BRUNNEN, German str., 2,153, J. Hayton, 2nd Aug.—Karata 27th July, Coals—Bradley & Co.
BRUNNEN, German str., 2,153, J. Hayton, 2nd Aug.—Karata 27th July, Coals—Bradley & Co.
BRUNNEN, German str., 2,153, J. Hayton, 2nd Aug.—Karata 27th July, Coals—Bradley & Co.
BRUNNEN, German str., 2,153, J. Hayton, 2nd Aug.—Karata 27th July, Coals—Bradley & Co.
BRUNNEN, German str., 2,153, J. Hayton, 2nd Aug.—Karata 27th July, Coals—Bradley & Co.
BRUNNEN, German str., 2,153, J. Hayton, 2nd Aug.—Karata 27th July, Coals—Bradley & Co.
BRUNNEN, German str., 2,153, J. Hayton, 2nd Aug.—Karata 27th July, Coals—Bradley & Co.
BRUNNEN, German str., 2,153, J. Hayton, 2nd Aug.—Karata 27th July, Coals—Bradley & Co.

CLEARANCES.

AT THE HARBOR MASTER'S OFFICE.
3rd August.
C. Ferd. Loebe, German str., for Hamburg.
Merionethshire, British str., for Shanghai.
Petrarch, German str., for Saigon.
Themis, Norwegian str., for Kobe.

DEPARTURES.

3rd August.
AJAX, British str., for Shanghai.
AMARA, British str., for Saigon.
COPTIC, British str., for San Francisco.
DAIYA MARU, Japanese str., for Yangtze.
EMPEROR OF CHINA, British str., for Vancouver.
GREGORY APCAR, British str., for Calcutta.
HONGKONG, British str., for Amoy.
HUB, French str., for Haiphong.
LEONARD, American str., for Manila.
MEXICAN, British str., for Shanghai.
NUNATA, British str., for Sourabaya.
OSCAR II, Norwegian str., for Kutchino'zu.
SHACHING, British str., for Canton.
TEAN, British str., for Manila.

VESSELS IN DOCK.

3rd August.
ABERDEEN DOCKS.—
FOW HON DOCKS.—U. S. S. Pathfinder,
Shanghai, H.M.S. Leviathan, Glenlogie, Chon
Wai.
COSMOPOLITAN DOCK.—Haitian.

VESSELS ON THE BERTH

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY AND FOCHOW.
THE Company's Steamship.

"HAITIAN,"
Captain Roach, will be despatched for the above
ports TO-MORROW, the 5th inst., at 11 A.M.
For Freight or Passage, apply to
DOUGLAS LARRAIK & CO.,
General Managers.
Hongkong, 2nd August, 1904. [1887]

INDO-CHINA STEAM NAVIGATION
COMPANY, LIMITED.

FOR MANILA.
THE Company's Steamship.

"YUENSANG,"
Captain T. M. Meyrick, will be despatched as above
TO-MORROW, the 5th inst., at 4 P.M.
This steamer has superior accommodation for
First-class Passengers and is fitted throughout
with Electric Light.
For Freight or Passage, apply to
JARDINE, MATHESON & CO.,
General Managers.
Hongkong, 2nd August, 1904. [1891]

INDO-CHINA STEAM NAVIGATION
COMPANY, LIMITED.

FOR SINGAPORE, PENANG AND
CALCUTTA.
THE Company's Steamship.

"LAISANG,"
Captain E. J. Todd, will be despatched as above
on TUESDAY, the 9th inst., at 3 P.M.
For Freight or Passage, apply to
JARDINE, MATHESON & CO.,
General Managers.
Hongkong, 2nd August, 1904. [1892]

"BEN" LINE OF STEAMERS.

FOR MARSEILLES, LONDON AND
ANTWERP.
THE Steamship.

"BENLARI,"
Captain Wallace, will be despatched as above
on or about the 9th August.
For Freight or Passage, apply to
GIBB, LIVINGSTON & CO.,
Agents.
Hongkong, 22nd July, 1904. [1793]

COMPAGNIE DES MESSAGERIES
MARITIMES.
PAQUEBOTS—PORTE FRANCAIS.

NOTICE.

STEAM FOR
SAIGON, SINGAPORE, BATAVIA,
COLOMBO, ADEN, EGYPT,
MARSEILLES, MEDITERRANEAN
AND BLACK SEA PORTS.
LONDON, HAVRE, BORDEAUX;
ALSO

PORTS OF BRAZIL AND RIVER PLATE.

ON TUESDAY, the 9th August, 1904,
at 1 P.M., the Company's Steamship
"OCEANIE," Captain Oliver, with
Mail, Passengers, Specie and Cargo, will
leave this Port for MARSEILLES via Ports
of Call, WITHOUT TRANSIT DOCUMENTS.
Cargo and Specie will be registered for
London as well as for Marseilles, and accepted in
transit through Marseilles for the principal
ports of Europe.
Shipping Orders will be granted till Noon
only on Monday, the 8th August. Specie and
Parcels received until 4 P.M. on the same day.
No Cargo will be received on board on Tuesday.
Parcels are not to be sent on board; they
must be left at the Agency's Office. Contents
and Value of Packages unreserved.
For further particulars, apply at the Com-
pany's Office.
G. DE CHAMPEAUX,
Agent.
Hongkong, 30th July, 1904. [2]

VESSELS ADVERTISED AS LOADING.

DESTINATION	VESSEL'S NAME	FLAG	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON & ANTWERP, VIA SINGAPORE, &c.	SOCOTRA	Brit. str.	C. J. Benton	P. & O. S. N. Co.	About 5th inst.
LONDON, &c. via Ports of Call.	SIEMIA	Brit. str.	F. J. Summers	P. & O. S. N. Co.	13th inst., at Noon.
LONDON, AMSTERDAM & ANTWERP	MYTHRE	Brit. str.		BUTTERFIELD & SWIRE	16th inst.
LONDON, AMSTERDAM & ANTWERP	PELEUS	Brit. str.		BUTTERFIELD & SWIRE	30th inst.
LONDON, AMSTERDAM & ANTWERP	GLAUCUS	Brit. str.		BUTTERFIELD & SWIRE	13th Sept.
LONDON, AMSTERDAM & ANTWERP	THEUS	Brit. str.		BUTTERFIELD & SWIRE	30th Sept.
MARSEILLES, LONDON & ANTWERP	BENLARIO	Brit. str.		GIBB, LIVINGSTON & CO.	About 9th inst.
MARSEILLES, &c. via Ports of Call.	OCEANIAN	Brit. str.		MESSAGERIES MARITIMES	9th inst., at 1 P.M.
BREMEN, VIA PORTS OF CALL.	P. VALDEMAR	Dan. str.	Koch	MELCHERS & CO.	Quick despatch.
HAVRE, BREMEN & HAMBURG	FRUENSSON	Ger. str.	E. Prehn	MELCHERS & CO.	17th inst., at Noon.
HAVRE & HAMBURG	BADENIA	Ger. str.	Rocdon	HAMBURG-AMERIKA LINIE	18th inst.
HAVRE & HAMBURG	SPEZIA	Ger. str.	Millhoff	HAMBURG-AMERIKA LINIE	27th inst.
HAVRE & HAMBURG	ANDALUSIA	Ger. str.	Filer	HAMBURG-AMERIKA LINIE	31st Sept.
TRIESTE, &c. via SINGAPORE, &c.	NIPPON	Ger. str.	Behrens	HAMBURG-AMERIKA LINIE	4th Oct.
GENOA, MARSEILLES & LIVERPOOL	SARAPEDON	Brit. str.	Mistrorigo	SANDER, WIELER & CO.	31st inst., P.M.
NEW YORK via SUEZ CANAL	IDOMENUS	Brit. str.		BUTTERFIELD & SWIRE	20th inst.
NEW YORK via SUEZ CANAL	BEDOUIN	Brit. str.		BUTTERFIELD & SWIRE	22nd Sept.
NEW YORK via SUEZ CANAL	EPSON	Brit. str.	J. White	DODWELL & CO., LD.	About 10th inst.
NEW YORK via SUEZ CANAL	HUDSON	Brit. str.		SHEWAN, TOMES & CO.	25th inst.
YANCOOVER, via SHANGHAI, &c.	E. OF INDIA	Brit. str.		STANDARD OIL CO.	About 10th Sept.
YANCOOVER, via SHANGHAI, &c.	TABATA	Brit. str.		CANADIAN PACIFIC R. CO.	24th inst.
VICTORIA (B.C.) & TACOMA via JAPAN.	HYADES	Brit. str.	Geo. Wright	CANADIAN PACIFIC R. CO.	16th inst.
VICTORIA (B.C.) & SEATTLE via N'SAKI, &c.	MACHAON	Brit. str.		BUTTERFIELD & SWIRE	9th inst.
AUSTRALIAN PORTS	ARABIA	Brit. str.	Bahle	PORTLAND & ASIATIC CO.	11th inst.
AUSTRALIAN PORTS	EMPIRE	Brit. str.		PORTLAND & ASIATIC CO.	10th inst.
SHANGHAI	WHANGFOO	Ger. str.	Helm	GIBB, LIVINGSTON & CO.	17th inst., at Noon.
SHANGHAI	COLOMBO	Brit. str.	F. Kalkofel	SIEMSEN & CO.	6th inst., 3 P.M.
FOOCHOW, via SWATOW & AMOY	COLOMBO	Brit. str.		BUTTERFIELD & SWIRE	6th inst.
TAMSUI, via SWATOW & AMOY	TAIYUEN	Jap. str.	G. M. Montford	P. & O. S. N. Co.	About 11th inst.
ANWY, via SWATOW & AMOY	M. STURVE	Jap. str.	A. Hansen	OSAKA SHOSHEN KAISHA	6th inst., 10 A.M.
SWATOW, AMOY & FOCHOW	TAIYUEN	Jap. str.	T. Brandt	OSAKA SHOSHEN KAISHA	7th inst., 10 A.M.
SWATOW, CHEFOO & TIENTSIN	HAICHAN	Brit. str.	H. Kraft	OSAKA SHOSHEN KAISHA	10th inst., 10 A.M.
MANILA	CHIEHL	Brit. str.	Roch	DOUGLAS LARRAIK & CO.	To-morrow, 11 A.M.
MANILA DIRECT	YUENSANG	Brit. str.	T. M. Meyrick	JARDINE, MATHESON & CO.	To-morrow.
MANILA DIRECT	ROBI	Brit. str.	R. W. Almond	SHEWAN, TOMES & CO.	To-morrow, 4 P.M.
MANILA DIRECT	TAMING	Brit. str.		BUTTERFIELD & SWIRE	10th inst., 10 A.M.
CEBU & LOILO	ZARAWAT	Brit. str.	R. Redger	SHEWAN, TOMES & CO.	13th inst., 10 A.M.
SINGAPORE, PENANG & CALCUTTA	SUNOKANG	Brit. str.	W. M. Smith	DODWELL & CO., LD.	About 12th inst.
BOMBAY via SINGAPORE & PENANG	LAISANG	Brit. str.		BUTTERFIELD & SWIRE	6th inst.
	CAPEI	Ital. str.	E. J. Todd	JARDINE, MATHESON & CO.	11th inst., at Noon.

AMERICAN ASIATIC STEAMSHIP COMPANY.

FOR NEW YORK via SUEZ CANAL.
THE Steamship

"EPSON,"
Captain J. White, will be despatched for the
above port on THURSDAY, the 25th August.
For Freight, apply to
SHEWAN, TOMES & CO.,
General Agents.
Hongkong, 25th July, 1904. [1630]

AUSTRIAN LLOYD'S STEAM NAVI-
GATION COMPANY.

STEAM FOR
FUME AND TRIESTE (DIRECT).
Calling at SINGAPORE, PENANG,
CALCUTTA, COLOMBO, ADEN,
SUEZ and PORT SAID.
(Taking Cargo at through rates to the Brazils,
to South Africa, Red Sea, Black Sea,
Lyons, Venice and Adriatic Ports).
THE Company's Steamship

"NIPPON,"
Captain Mistrorigo, will be despatched as above
on WEDNESDAY, the 31st inst., P.M.
For information as to Passage and Freight,
apply to
SANDER, WIELER & CO.,
Agents.
Hongkong, 2nd August, 1904. [3]

HONGKONG-CANTON LINE.

"YING KING,"
Captain E. J. Page, of 1088 tons, Registered, is
the newest, fastest, and most luxuriously furnished
steamer on the line and is lighted throughout
with electricity; hot and cold water service.
The cuisine is unexcelled.
Leaving Hongkong every MONDAY,
WEDNESDAY and FRIDAY EVENING,
at 9 P.M. and returning from Canton every
following evening at 5 P.M.
1st Class ... \$3.00 for Single journey
2nd ... 1.50
Meals ... 1.00 each.
The steamer's wharf is at the Western end
of Wing Lok Street.
YUK ON S.S. CO., LD.
No. 216, Wing Lok Street,
Hongkong, 27th February, 1904. [7]

HONGKONG-MACAO LINE.

S.S. "WING CHAI,"
Captain Samuel Bell Smith.
DEPARTURES from Hongkong, on week
days, at 7.30 A.M.; on Excursion
Sundays, at 8.30 A.M.; from Macao week days
at about 2 P.M. and Sundays about 7.30 P.M.
Fares (week days) 1st Class (including cabin
and servant), \$3. Return Ticket \$5.
2nd Class \$1. 3rd Class 50 cents.
On Excursion Sundays 1st, 2nd, and 3rd Class
Single Ticket \$2. Return Ticket \$3. Return
Ticket including Tiffin and Dinner either on
board or at Macao Hotel \$5. On Sundays \$5
extra will be charged for each Cabin which has
accommodation for two or more Passengers.
Wharf at the Western end of Wing Lok
Street.
The Steamer runs an Excursion Trip Every
Sunday, and takes only 3 hours to reach Macao.
YUK ON S.S. CO., LD.
2nd Floor, 16, Victoria Street,
Hongkong 8th September, 1903.

STEAM TO CANTON.

REDUCED FARES.

THE Commodious Steel Twin Screw
Steamer

"TAI ON,"
Captain J. Lawrence, leaves the Tung Yik
Wharf, Praya West, on MONDAYS,
WEDNESDAYS and FRIDAYS at 8.00 P.M.,
returning from Canton on TUESDAYS,
THURSDAYS and SATURDAYS, at 5 P.M.

FARES—
Saloon ... \$2.00
Chinese Saloon ... \$1.00
2nd Class ... 0.60
Steering ... 0.20
This well-known steamer has been fitted
throughout with Electric Light. Unrivalled
accommodation, excellent cuisine, best brands of
Wines and Spirits at moderate charges.
YUK ON S.S. CO.,
308, Des Voeux Road Central,
Hongkong, 9th July, 1904. [1674]

NORTHERN PACIFIC LINE.

BOSTON & CO. BOSTON TOWBOAT CO.
CONNECTING AT TACOMA WITH
NORTHERN PACIFIC RAILWAY COMPANY.

PROPOSED SAILINGS FROM HONGKONG FOR
VICTORIA, B.C. AND TACOMA
via
MOJI, KOBE AND YOKOHAMA.

Steamer. Tons. Captain. Sailing Date.

HYADES ... 3,753 ... Geo. Wright ... Tuesday, August ... 9th

SHAWMUT ... 2,606 ... W. M. Smith ... Wednesday, August ... 31st

TREMENT ... 2,606 ... T. W. Gurlick ... Saturday, October ... 1st

FOR MANILA.
The largest, steadiest, and most comfortable steamers for Manila.

S.S. SHAWMUT ... 2,606 tons. W. M. Smith ... About 12th August.

S.S. TREMENT ... 2,606 tons. T. W. Gurlick ... About 10th September.

CHEAP FARES, EXCELLENT ACCOMMODATION, ATTENDANCE AND
CUISINE. ELECTRIC LIGHT, DOCTOR AND STEWARDESSES.

The twin-screw "SHAWMUT" and "TREMENT" have just been fitted with very
superior accommodation for First and Second Class Passengers. The large size of these vessels
ensures steadiness at sea. Electric fan in each room. Barber's shop and steam laundry. Cargo
carried in cold storage.

PARCEL EXPRESS TO THE UNITED STATES AND CANADA.
For further information apply to—
DODWELL & CO., LIMITED,
GENERAL AGENTS.
QUEEN'S BUILDINGS.
Hongkong, 13th July, 1904. [7]

CANADIAN PACIFIC RAILWAY CO.'S
ROYAL MAIL STEAMSHIP LINE.

THE FAST ROUTE BETWEEN CHINA, JAPAN, AND EUROPE, via CANADA
AND THE UNITED STATES.

CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND
VICTORIA, B.C.

SAFETY. SPEED. PUNCTUALITY.
"Empress" Twin Screw Steamships—6,000 Tons—10,000 Horse-Power—Speed 19 knots.

SAVING THREE TO SEVEN DAYS ACROSS THE PACIFIC.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

R.M.S. "TARTAR" ... 4,425 Tons. ... WEDNESDAY, 10th Aug.

R.M.S. "EMPEROR OF INDIA" ... 6,000 Tons. ... WEDNESDAY, 24th Aug.

Hongkong to London, 1st Class ... via St. Lawrence 200 ... via New York 262

Intermediate call on Steamers, ... \$40. ... \$42.

THE magnificent TWIN-SCREW "EMPEROR" STEAMSHIPS passing through the
Inland Sea of JAPAN, usually make the voyage YOKOHAMA to
VANCOUVER (B.C.) in 12 DAYS and make connection with the PACIFIC OVERLAND
TRAINS FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE.

Passengers Booked through to all principal points and AROUND THE WORLD.

SPECIAL LATES (First class only) granted to Missionaries, Members of the Navy
Military, Diplomatic, and Civil Services, and to European Officials in the Service of Chinese
and Japanese Governments.

For further information, Maps, Guides, Handbooks, Rates of Passage and Freight, apply to
D. W. CRADDOCK, Acting General Agent,
9, Pedder Street.

HONGKONG-MANILA.

Highest Class, newest, fastest and most luxurious Steamers between
Hongkong and Manila. Saloon amidships. Electric Light Perfect
Cuisine. SURGEON and STEWARDESSES carried. All the most up-to-
date arrangements for comfort of Passengers.

CHINA AND MANILA
STEAMSHIP COMPANY, LIMITED.

STEAMSHIP TONS. CAPTAIN. FOR. SAILING DATE.

RUBI ... 2540 ... R. W. Almond ... Manila direct. Sat., 6th Aug., 10 A.M.

ZAFIRO ... 2540 ... R. Redger ... Manila direct. Sat., 13th Aug., 10 A.M.

PERLA ... 1980 ... A. H. Noley ...

For Freight or Passage apply to
SHEWAN, TOMES & CO.,
GENERAL MANAGERS.
Hongkong, 20th July, 1904. [16]

PENINSULAR AND ORIENTAL

STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL	REMARKS.
LONDON and ANTWERP, via SINGAPORE, PENANG, COLOMBO, PORT SAID and MARSEILLES	SOCOTRA C. J. Benton R.N.R.	About 5th August	Freight only.
SHANGHAI	COROMANDEL G.M. Montford, R.N.R.	About 11th August	Freight and Passage.
LONDON, &c.	SIEMIA F. R. Summers	Noon, 13th August	See Special Advertisements.

For further Particulars, apply to
E. A. BEWETT,
Superintendent.
Hongkong, 30th July, 1904.

HAMBURG-AMERIKA LINIE.

OSTASIATISCHER FRAUCHTAMPFER-DIENST.

Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN,
LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS in the
LEVANTE, BLACK SEA and BALTIC PORTS, NORTH and SOUTH AMERICAN PORTS.

PROPOSED SAILINGS FROM HONGKONG.
SUBJECT TO ALTERATION.

STEAMERS. DESTINATIONS. SAILING DATES.

BADENIA ... HAVRE, BREMEN and HAMBURG ... On 18th Aug. Freight.

SPEZIA ... HAVRE and HAMBURG ... On 27th Aug. Freight.

ANDALUSIA ... HAVRE and HAMBURG ... On 6th Sept. Freight.

SAMRIA ... HAVRE and HAMBURG ... On 20th Sept. Freight.

SCANDIA ... HAVRE and HAMBURG ... On 4th Oct. Freight and
Passenger.

For Further Particulars, apply to
HAMBURG-AMERIKA LINIE.
HONGKONG OFFICE,
QUEEN'S BUILDINGS, No. 1.

IMPERIAL GERMAN MAIL

NORDDEUTSCHER LLOYD, BREMEN.

STEAM FOR SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT
SAID, NAPLES, GENOA, ANTWERP, BREMEN/HAMBURG,
PORTS IN THE LEVANTE, BLACK SEA AND BALTIC PORTS; ALSO
LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON,
AND SOUTH AMERICAN PORTS.

STEAMERS WILL CALL AT GIBRALTAR AND SOUTHAMPTON TO LAND PASSENGERS
AND LUGGAGE.

N.B.—CARGO CAN BE TAKEN ON THROUGH BILLS OF LADING FOR THE PRINCIPAL PLACES
IN RUSSIA.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION
STEAMERS. SAILING DATES.

PREUSSEN ... WEDNESDAY ... 17th August

ONEISENAU ... WEDNESDAY ... 14th September

PRINZ HEINRICH ... WEDNESDAY ... 28th September

BAYERN ... WEDNESDAY ... 12th October

SACHSEN ... WEDNESDAY ... 26th October

ZIETEN ... WEDNESDAY ... 9th November

PRINZESS ALICE ... WEDNESDAY ... 23rd November

PRINZ REGENT LUITPOLD ... WEDNESDAY ... 7th December

PREUSSEN ... WEDNESDAY ... 21st December

PRINZ EITEL FRIEDRICH ... WEDNESDAY ... 4th January 1905

ON WEDNESDAY, the 17th day of AUGUST, 1904, at Noon, the Steamship
"PREUSSEN," Captain E. Behn, with MAIL, PASSENGERS, SPECIE, and
CARGO, will leave this Port as above, CALLING AT NAPLES and GENOA.
Shipping Orders will be granted till NOON on MONDAY, the 15th August. Cargo and
Specie will be received on Board until 5 P.M. on TUESDAY, the 16th August, and Parcels
will be received at the Agency's Office until NOON on TUESDAY, the 16th August.
Contents of Packages are required. No Parcel Receipts will be signed for less than \$2.50.
The Steamer has splendid accommodation, and carries a Doctor and Stewardess.
Linen can be washed on board.

For further Particulars, apply to
NORDDEUTSCHER LLOYD.
HONGKONG, 4th August, 1904. [5]

MELCHERS & CO., AGENTS.

OSAKA SHOSHEN KAISHA

REGULAR STEAM-SHIP SERVICES BETWEEN
HONGKONG, SOUTH CHINA COAST PORTS
AND FORMOSA.

PROPOSED SAILINGS FROM HONGKONG—
SUBJECT TO ALTERATION.

FOR STEAMERS LEAVING

FOOCHOW, via SWATOW ... "TRIUMPH" ... SATURDAY, 6th

TAMSUI, via SWATOW ... A. HANSEN ... Aug., at 10 A.M.

ANPING, via SWATOW ... "M. STURVE" ... SUNDAY, 7th Aug.,

AMOI ... T. BRANDT ... at 10 A.M.

AMOI ... "TRITON" ... WEDNESDAY, 10th

AMOI ... H. K

